



Healthy Neighbourhood – Monitoring Review

Stonebridge and Harlesden Area

London Borough of Brent

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Date: November 2021

Document Control

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Executive Summary

London Borough of Brent (LBB) introduced five Healthy Neighbourhoods (HNs) on a trial basis in August / September 2020. HNs comprise a group of residential streets where vehicle traffic that isn't local to the area is either discouraged or removed by introducing modal filters in the form of signs, barriers and planters. The aim is to tackle drivers using the street as a short cut, to make it safer and easier to walk and cycle, restore quieter streets and improve air quality.

The HNs introduced were at Preston Road, Dollis Hill, Olive Road, Stonebridge & Harlesden, and Wembley and LBB commissioned Project Centre to undertake a review each location to determine the effect each HN had on the surrounding local road network. This report will focus on the area of Stonebridge and Harlesden.

The review consists of analysis of a series of traffic counts, bus journey time data, collision data, air quality monitoring and consultation responses. Traffic counts were conducted prior to the schemes being introduced and further counts undertaken after installation to determine any changes in traffic flows.

The two traffic surveys conducted on boundary roads indicate an increase in volume on one of the boundary roads (Hillside) while the other saw reduced traffic (Craven Park). Bus journey times for five of the nine routes around the HN show improved journey times in both directions across the period considered and the remaining four routes saw improved times in one direction.

The air quality monitoring indicates improvements in NO₂ at all four test locations both over the duration of the monitoring and compared to the 2016 baseline figures. The figures have not been adjusted and therefore can't be compared with UK limits.

For the internal roads surveyed all, except Nicoll Road, which saw increased traffic volumes, although flows were generally quite low and therefore may be susceptible to quite small changes in traffic movements locally.

Collision data indicates a small increase in the rate of collisions on the boundary roads while a small decrease was seen in the roads within the HN. However, the period looked at after introduction of the HN measures is considerably shorter than would normally be considered and therefore further analysis may be necessary in the future to identify trends.

Response to the consultation from residents living within the zone was low (3%) and was predominantly not supportive of the HN measures (30% in favour, 70% against) although when considering responses from roads where the restrictions were implemented is more closely balanced (around 45% supportive, 55% not supportive).

Similar types of schemes have been introduced across many parts of London, particularly to provide safer conditions for increased levels of cycling and walking during recovery from the Covid19 pandemic. It is recommended that consideration is given to undertaking further engagement with residents on a scheme incorporating enforcement (ideally using CCTV camera enforcement) so that the anticipated lower traffic volumes can be realised, and more active travel options adopted by residents.

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Appendix A Equalities Monitoring Data

1. Introduction

- 1.1 London Borough of Brent commissioned Project Centre to review a variety of traffic data relating to the Dollis Hill, Olive Road, Stonebridge & Harlesden, and Wembley Healthy Neighbourhood (HN) areas. This report will focus on the area of Stonebridge and Harlesden.
- 1.2 A series of traffic counts were undertaken using Automated Traffic Counts (ATCs) to indicate changes to traffic volumes within the area and on the surrounding boundary roads. Air Quality monitoring diffusion tubes were deployed to measure air pollutants and iBus data was collected to record bus journey times and identify any effects on bus services.
- 1.3 Collision data was taken from TfL's Road Danger Reduction dashboard for the period before and after implementation of the scheme.
- 1.4 The analysis of these data sets is described in the following sections.



Fig. 1.1: Stonebridge Area Healthy Neighbourhood Modal Filters



Fig. 1.2: Harlesden Area Healthy Neighbourhood Modal Filters

2. Traffic Data Analysis

2.1 Data Collection

2.1.1 In order to identify any changes to traffic flows on the roads within the HN and on the boundary roads, a series of Automated Traffic Counts (ATCs) were undertaken. The ATC survey locations are shown on Fig 2.1 below and were carried out over a period of seven days on three separate periods:

- 'Before' Survey – September 2020
- 'After' Survey – February 2021
- 'Final' Survey – May 2021.

2.1.2 However, because vehicles were parking on ATCs, there are some periods in the surveys where the data is empty. These will have to be considered when comparing some results, however it is believed that the surveys are sufficiently complete to be considered an accurate representation of the overall traffic volumes. Table 1 below shows the dates the surveys were carried out.

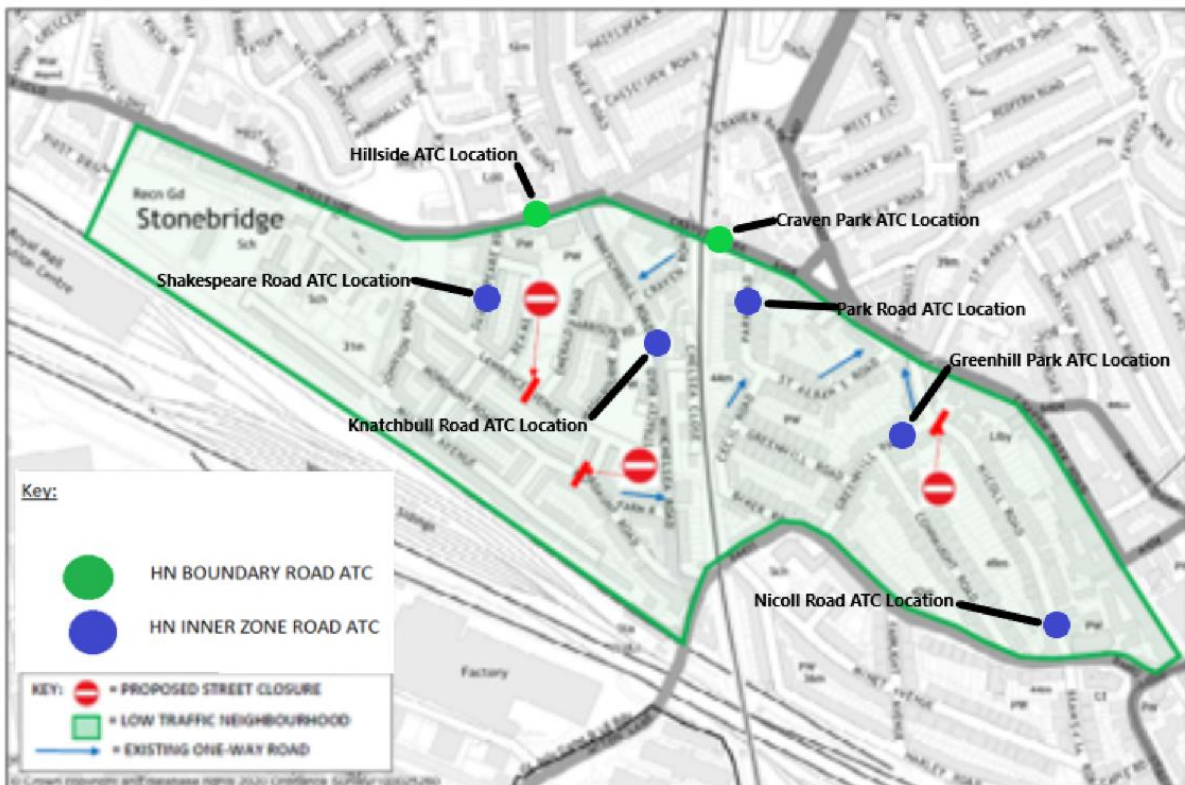


Fig 2.1: ATC Locations

ATCs	Before	After (no. 1)	After (no. 2)
HN Boundary Road ATCs			
Hillside	14/09/2020	06/02/2021	19/05/2021
Craven Park	20/09/2020	12/02/2021	25/05/2021
HN Internal Road ATCs			
Greenhill Park	06/08/2020 12/08/2020	06/02/2021 12/02/2021	19/05/2021 25/05/2021
Park Road			
Nicol Road			
Shakespeare Road			
Knatchbull Road			

Table 2.1 - Traffic Survey Locations and Dates

2.2 Considerations

2.2.1 The traffic surveys were conducted at various times during the COVID-19 pandemic and may not represent typical conditions due to restrictions on travel and public transport, etc. According to the Department for Transport (DfT), data regarding travel modes during the COVID-19 pandemic (Transport Use During the Coronavirus (COVID-19) Pandemic), indicates that traffic flows in August and September 2020 were at 93% and 95% respectively, when compared to those recorded in February 2020. Traffic flows in February 2021 were shown at 65% of those in February 2020, and May 2021 was at 95%.

2.2.2 These figures are national figures based on 275 ATCs around the UK road network, and that over the course of a year, normal traffic can vary by +/- 20%. A further DfT publication on traffic volumes in 2020 (Road Traffic Estimates: Great Britain 2020) indicates that London experienced the lowest decrease in traffic over the year of -18.1% compared to the highest, Wales, of -23.4%.

2.2.3 The effect of seasonality should also be considered, as the baseline before surveys were conducted in August / September 2020, typically among the highest three months for traffic flows (along with July). The second surveys were then undertaken in February 2021, typically among the lowest three months (along with December and January). Therefore, the traffic flows set out in the following analysis are relatively low during the February 2021 surveys.

2.2.4 For the purposes of this monitoring analysis, the average mid-week (Monday to Friday) daily traffic volumes have been considered for the combined two-way flows for the following periods:

- AM Peak: 07:00 – 10:00
- PM Peak: 16:00 – 19:00
- 12 Hour: 07:00 – 19:00 and
- Whole Day: 00:00 – 00:00.

2.2.5 Speed data, including both mean and 85th percentile speeds are also shown in this report for the same periods as listed above.

2.3 HN Boundary Road ATCs

2.3.1 Hillside

2.3.1.1 The results of the traffic data analysis are shown in Table 2.2, showing the total traffic volume and speeds, compared for each survey period.

2.3.1.2 The February 2021 surveys show decreases in most periods, with the largest relative decrease occurring in the AM peak period at -15% corresponding to an increase of nearly 500 vehicles. However, mean speed and 85th percentile speed also both increased by approximately 2mph.

2.3.1.3 The latest May 2021 surveys saw increases across all periods compared to the Sep 2020 baseline, the largest of which occurred in the AM peak of +13% corresponding to an increase of over 400 vehicles. However mean speed and 85th percentile speed were reduced by approximately 0.5 and 1mph respectively.

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
AM Peak	3230	2737	-15%	3654	+13%
PM Peak	3547	3756	+6%	3721	+5%
07:00 – 19:00	13113	12756	-3%	14871	+13%
24 Hours	18846	17299	-8%	21001	+11%
Mean Speed	20.5	22.1	+8%	20.0	-3%
85 th Percentile	25.5	27.2	+7%	24.7	-3%

Table 2.2: Hillside ATC Results

2.3.2 Craven Park

- 2.3.2.1 The results of the traffic data analysis are shown in Table 2.3, showing the total traffic volume and speeds, compared for each survey period.
- 2.3.2.2 The February and May 2021 surveys show decreases in traffic volumes across almost all periods with the largest relative decrease in both occurring in the AM peak. For February this was a loss of over 400 vehicles and for May a loss of over 800 vehicles.
- 2.3.2.3 For February there was also a decrease in traffic mean speed and 85th percentile speed of approx. 2mph. for May however, this had increased again over September baseline levels by 2mph.

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
AM Peak	3130	2707	-13%	2294	-27%

PM Peak	3059	3344	+9%	2841	-7%
07:00 – 19:00	12676	12009	-5%	10268	-19%
24 Hours	18646	16705	-10%	14903	-20%
Mean Speed	22.1	20.3	-8%	24.3	+10%
85 th Percentile	26.7	24.3	-9%	28.3	+6%

Table 2.3: Craven Park ATC Results

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
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Table 2.2: Hillside ATC Results

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Mean Speed	22.1	20.3	-8%	24.3	+10%
85 th Percentile	26.7	24.3	-9%	28.3	+6%

Table 2.3: Craven Park ATC Results

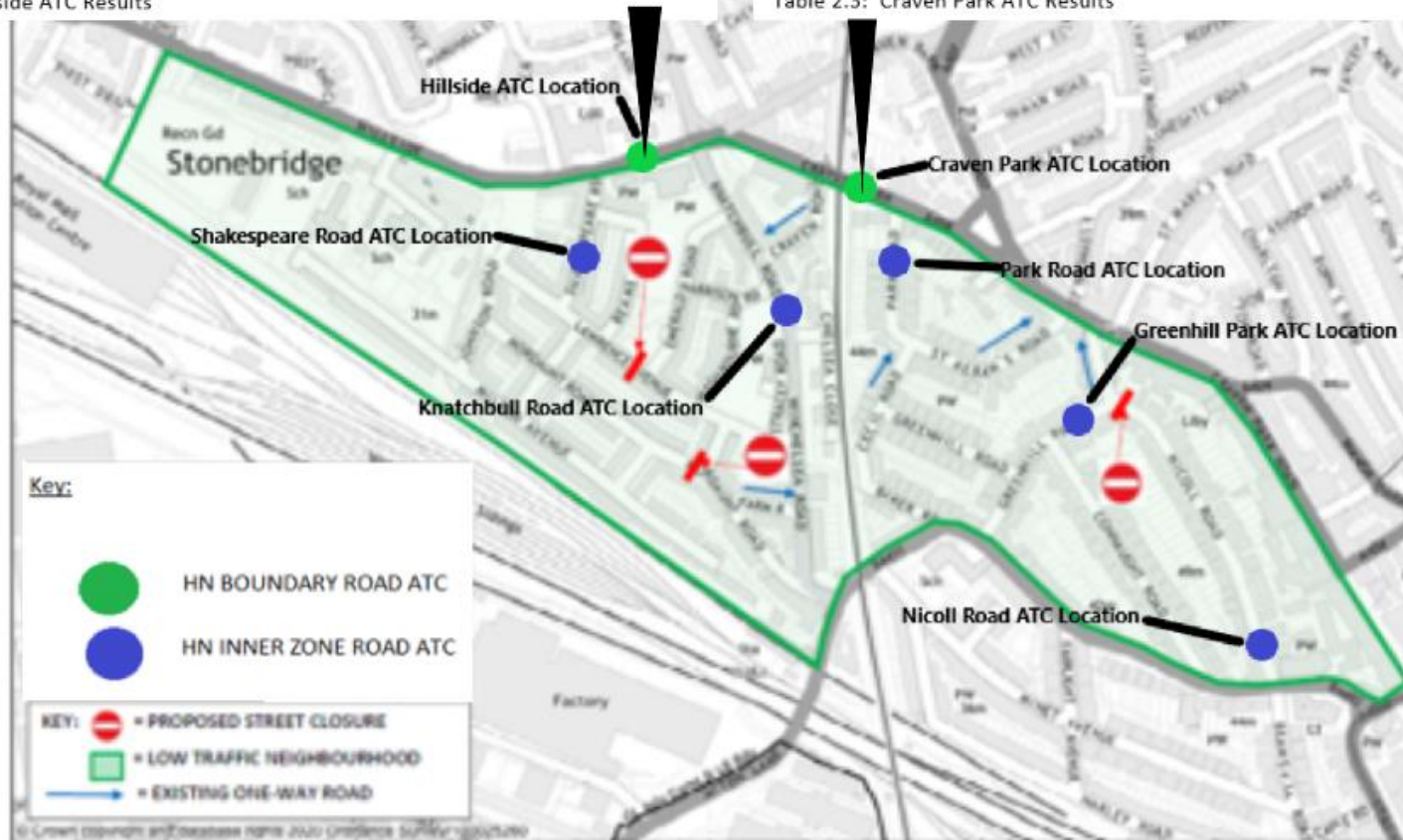


Fig 2.2: Boundary Road ATC Results

HN Internal Road ATCs

2.4.1 Greenhill Park

2.4.1.1 The results of the traffic data analysis are shown in Table 2.4, showing the total traffic volume and speeds, compared for each survey period.

2.4.1.2 Greenhill Park saw significant increases in traffic volumes for all periods during the February and May 2021 surveys, with the largest relative increase in volume in the PM peak for February (+66%) and AM peak for MAY (+113%). These increases correspond to an increase in volume of 80 vehicles in Feb and over 190 in May.

2.4.1.3 There is no 85th percentile speed data for February or May 2021. Mean speed decreased by approx. 2mph in Feb and increase by 0.5mph in May.

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
AM Peak	172	252	+46%	368	+113%
PM Peak	328	545	+66%	481	+46%
07:00 – 19:00	1042	1627	+56%	1733	+66%
24 Hours	1502	2085	+39%	2343	+56%
Mean Speed	16.3	14.9	-9%	16.8	+3%
85 th Percentile	21.5	N/A	N/A	N/A	N/A

Table 2.4: Greenhill Park ATC Results

2.4.2 Park Road

2.4.2.1 The results of the traffic data analysis are shown in Table 2.5, showing the total traffic volume and speeds, compared for each survey period.

2.4.2.2 Park Road sees decreases in volumes in most periods in the February 2021 survey decreasing by 20% in the PM peak. However, the May 2021 surveys indicate increases for all periods, rising 104% for the AM peak. Some of the increase may be attributable to the restrictions not being enforced and

some motorists ignoring them. Decreases in Feb and increases in May are attributable to changes in lockdowns, being enforced in Feb and lifted in May.

2.4.2.3 Mean and 85th percentile speed has decreased for both surveys. For February mean speed decreased by approx. 2mph and 85th percentile speed by approx. 4mph. In May the reductions were smaller compared to baseline mean speed decreasing by <0.5mph and 85th percentile speed decreasing by 1.5mph.

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
AM Peak	65	76	+17%	133	+104%
PM Peak	224	178	-20%	375	+68%
07:00 – 19:00	530	522	-2%	923	+74%
24 Hours	785	762	-3%	1151	+47%
Mean Speed	18.4	16.1	-12%	18.1	-2%
85 th Percentile	24.4	20.3	-17%	22.9	-6%

Table 2.5: Park Road ATC Results

2.4.3 Nicoll Road

2.4.3.1 The results of the traffic data analysis are shown in Table 2.6, showing the total traffic volume and speeds, compared for each survey period.

2.4.3.2 Nicoll Road is missing data for September 2020, however, February and May can still be compared. There were decreases in traffic volumes across all periods from February to May, countering the nationwide trend of increases during that period. The largest decrease was in the PM peak of 37%.

2.4.3.3 However, both mean and 85th percentile have increased from Feb to May surveys, mean speed increasing by 44% (approximately 5mph) and 85th by 62% (approximately 8mph). 85th percentile speed is more concerning for this road as it's over the roads speed limit.

Total	After (no. 1) (Feb-21)	After (no. 2) (May-21)	% Change (Feb-20 to May-21)
AM Peak	139	112	-20%
PM Peak	247	155	-37%
07:00 – 19:00	754	545	-28%
24 Hours	1054	749	-29%
Mean Speed	11.7	16.8	+44%
85 th Percentile	13.0	21.0	+62%

Table 2.6: Nicoll Road ATC Results

2.4.4 Shakespeare Road

2.4.4.1 The results of the traffic data analysis are shown in Table 2.7, showing the total traffic volume and speeds, compared for each survey period.

2.4.4.2 Shakespeare Road is missing data for September 2020; however, February and May can still be compared. There have been large increases in traffic volumes in May compared to a Feb baseline, +46% in the AM and PM peak. Some of the increase may be attributable to the restrictions not being enforced and some motorists ignoring them. Decreases in Feb and increases in May are attributable to changes in lockdowns, being enforced in Feb and lifted in May.

2.4.4.3 The changes in speeds, however, are much smaller +3% mean speed and +<1% 85th percentile speed. This corresponds to an increase of 0.4mph mean speed and 0.1mph 85th percentile speed.

Total	After (no. 1) (Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
AM Peak	230	337	+46%
PM Peak	306	449	+46%
07:00 – 19:00	1057	1416	+34%
24 Hours	1498	2016	+35%
Mean Speed	15.5	15.9	+3%
85 th Percentile	19.8	19.9	+<1%

Table 2.7: Shakespeare Road ATC Results

2.4.5 Knatchbull Road

- 2.4.5.1 The results of the traffic data analysis are shown in Table 2.8, showing the total traffic volume and speeds, compared for each survey period. Although Knatchbull Road is within the boundary of the HN, traffic travelling between Hillside and Acton Lane (via Winchelsea Road) are not affected by the modal filters and could therefore be considered a 'boundary road.'
- 2.4.5.2 Knatchbull Road saw increases in traffic volumes for almost all periods during the February and May 2021 surveys, with the largest increase in volume in the PM peak for February (+9%) and AM peak for MAY (+7%). It should be noted that overall daily traffic flow for February was down slightly (-1%).
- 2.4.5.3 Knatchbull Road also saw increases in mean and 85th percentile speed by approx. 1mph for both surveys.

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May 21)
AM Peak	2235	2393	+7%	2273	+2%
PM Peak	2227	2438	+9%	2374	+7%
07:00 – 19:00	8594	8987	+5%	9077	+6%
24 Hours	12150	12018	-1%	12568	+3%
Mean Speed	23.3	24.7	+6%	24.2	+4%
85 th Percentile	27.7	28.5	+3%	28.4	+3%

Table 2.8: Knatchbull Road ATC Results

Total	After (no. 1) (Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May-21)
AM Peak	230	337	+46%
PM Peak	306	449	+48%
07:00 – 19:00	1057	1416	+34%
24 Hours	1496	2016	+35%
Mean Speed	15.5	15.9	+3%
85 th Percentile	19.8	19.9	+1%

Table 2.7: Shakespeare Road ATC Results

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May-21)
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07:00 – 19:00	8594	8987	+5%	9077	+6%
24 Hours	12150	12018	-1%	12568	+3%
Mean Speed	23.3	24.7	+6%	24.2	+4%
85 th Percentile	27.7	28.5	+3%	28.4	+3%

Table 2.8: Knatchbull Road ATC Results

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May-21)
AM Peak	65	76	+17%	133	+104%
PM Peak	224	178	-20%	375	+68%
07:00 – 19:00	530	522	-2%	923	+74%
24 Hours	785	762	-3%	1151	+47%
Mean Speed	18.4	16.1	-12%	18.1	-2%
85 th Percentile	24.4	20.3	-17%	22.9	-6%

Table 2.5: Park Road ATC Results

Total	Before (Sep-20)	After (no. 1) (Feb-21)	% Change (Sep-20 to Feb-21)	After (no. 2) (May-21)	% Change (Sep-20 to May-21)
AM Peak	172	252	+46%	368	+113%
PM Peak	328	545	+66%	481	+46%
07:00 – 19:00	1042	1627	+56%	1733	+65%
24 Hours	1502	2085	+39%	2343	+56%
Mean Speed	16.3	14.9	-9%	16.8	+3%
85 th Percentile	21.5	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Table 2.4: Greenhill Park ATC Results

Total	After (no. 1) (Feb-21)	After (no. 2) (May-21)	% Change (Feb-20 to May-21)
AM Peak	139	112	-20%
PM Peak	247	155	-37%
07:00 – 19:00	754	545	-28%
24 Hours	1054	749	-29%
Mean Speed	11.7	16.8	+44%
85 th Percentile	13.0	21.0	+62%

Table 2.6: Nicoll Road ATC Results

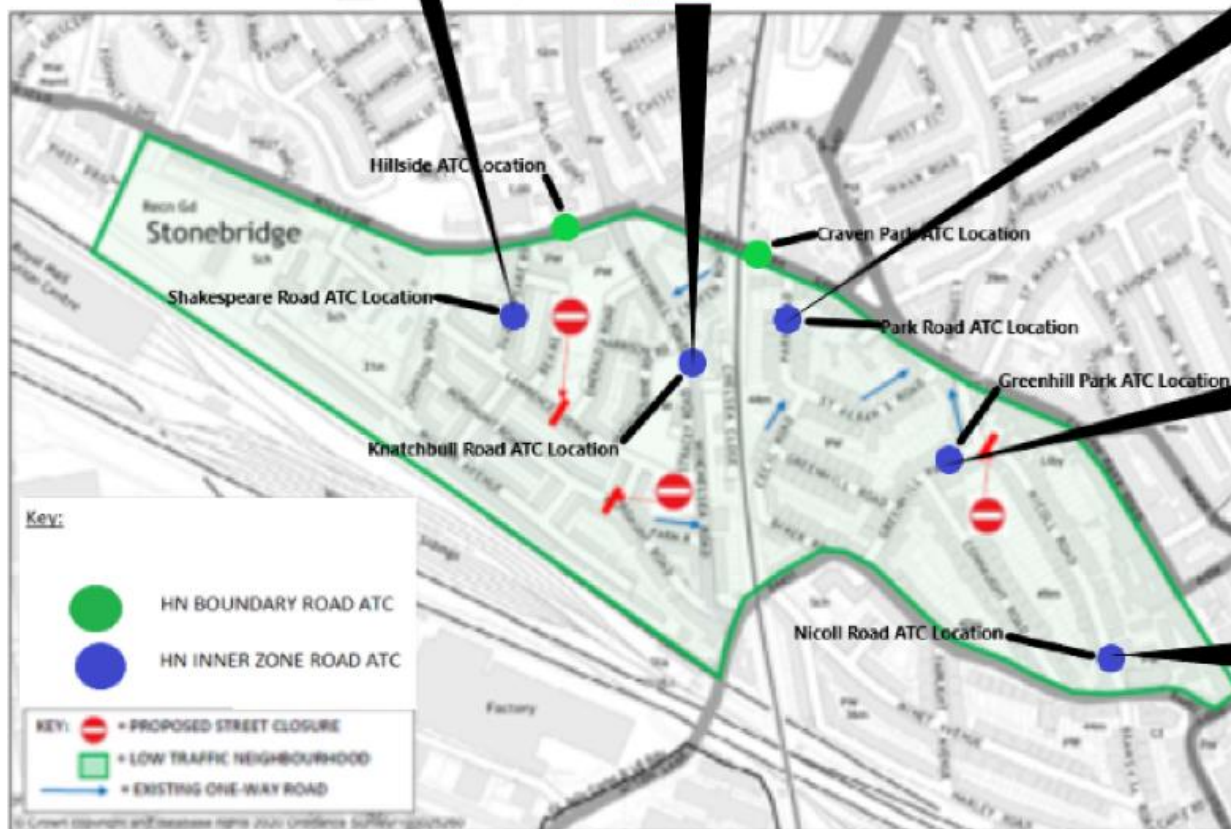


Fig 2.3: Internal Road ATC Results

3. iBus Data Analysis

- 3.1 In order to determine whether any changes to traffic movements have been experienced on roads outside the zone following introduction of the Stonebridge and Harlesden HN measures, bus journey times have been examined using iBus data from TfL. There are nine routes which services operate on along roads around the HN as shown in Figs 3.1 and 3.2 (487 service), Fig 3.3 and 3.4 (228 service), Fig 3.5 and 3.6 (220 service), Fig 3.7 and 3.8 (187), Fig 3.9 and 3.10 (206), Fig 3.11 and 3.12 (224), Fig 3.13 and 3.14 (226), Fig 3.15 and 3.16 (18) and Fig 3.17 and 3.18 (260).
- 3.2 iBus data is collected via GPS technology to track bus movements and is reliant on a GPS fix between the bus stop and the London bus. The data is collected from one bus stop to another including dwell times, for each bus journey and used to indicate average bus journey runtimes.
- 3.3 The journey times represent the actual journey times taken between the following stops:

Route 487

East bound (Fig 3.1): Harlesden Station to Willesden County Court

West bound (Fig 3.2): Willesden County Court to Harlesden Station

Route 228

North Bound (Fig 3.3): Willesden Junction Station to Acton Lane

South bound (Fig 3.4): Harlesden Jubilee Clock to Willesden Junction Station

Route 220

North Bound (Fig 3.5): Willesden Junction Station to Acton Lane

South Bound (Fig 3.6): Harlesden Jubilee Clock to Willesden Junction Station

Route 187

East Bound (Fig 3.7): Harlesden Station to Buckingham Road

West Bound (Fig 3.8): Willesden County Court to Harlesden Station

Route 206

North and West Bound (Fig 3.9): Willesden County Court to Fairlight Avenue

South and East Bound (Fig 3.10): Fairlight Avenue to Willesden County Court

Route 224

North Bound (Fig 3.11): Harlesden Station to Winchelsea Road

South Bound (Fig 3.12): Winchelsea Road to Harlesden Station

Route 226

East Bound (Fig 3.13): Fairlight Avenue to Willesden County Court

West Bound (Fig 3.14): Willesden County Court to Fairlight Avenue

Route 18

East Bound (Hillside) (Fig 3.15): West End Close to Shakespeare Road

West Bound (Hillside) (Fig 3.16): Shakespeare Road to First Drive

East Bound (Craven Park Road) (Fig 3.15): Knatchbull Road to St Mary's Road

West Bound (Craven Park Road) (Fig 3.16): St Mary's Road to Knatchbull Road

Route 260

East Bound (Fig 3.17): Harlesden Police Station to St Mary's Road

West Bound (Fig 3.18): St Mary's Road to Harlesden Police Station

- 3.4 The iBus data represents the periods for September 2019 and 2020, February 2020 and 2021 and May 2020 and 2021. The results for each route are set out in Table 3.1 (Route 487), Table 3.2 (Routes 228), Table 3.3 (Route 220), Table 3.4 (Route 187), Table 3.5 (Route 206), Table 3.6 (Route 224), Table 3.7 (Route 226), Table 3.8 (Route 18) and Table 3.9 (Route 260).

Route 487

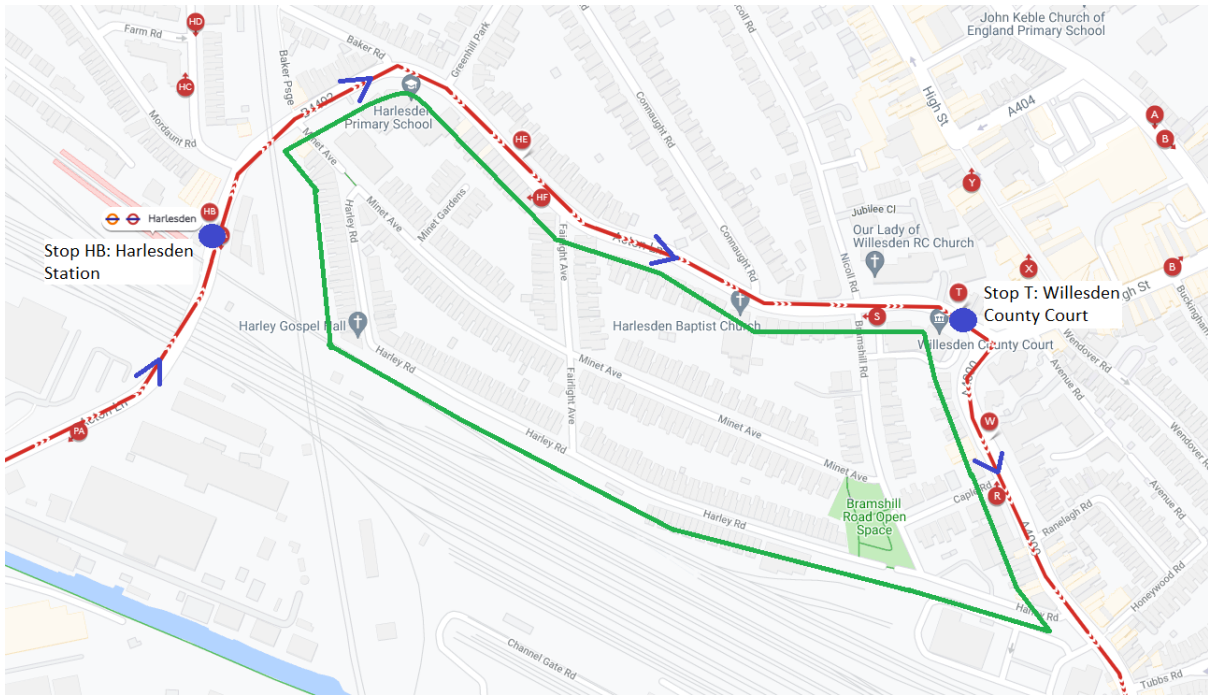


Fig. 3.1: Route 487 east bound

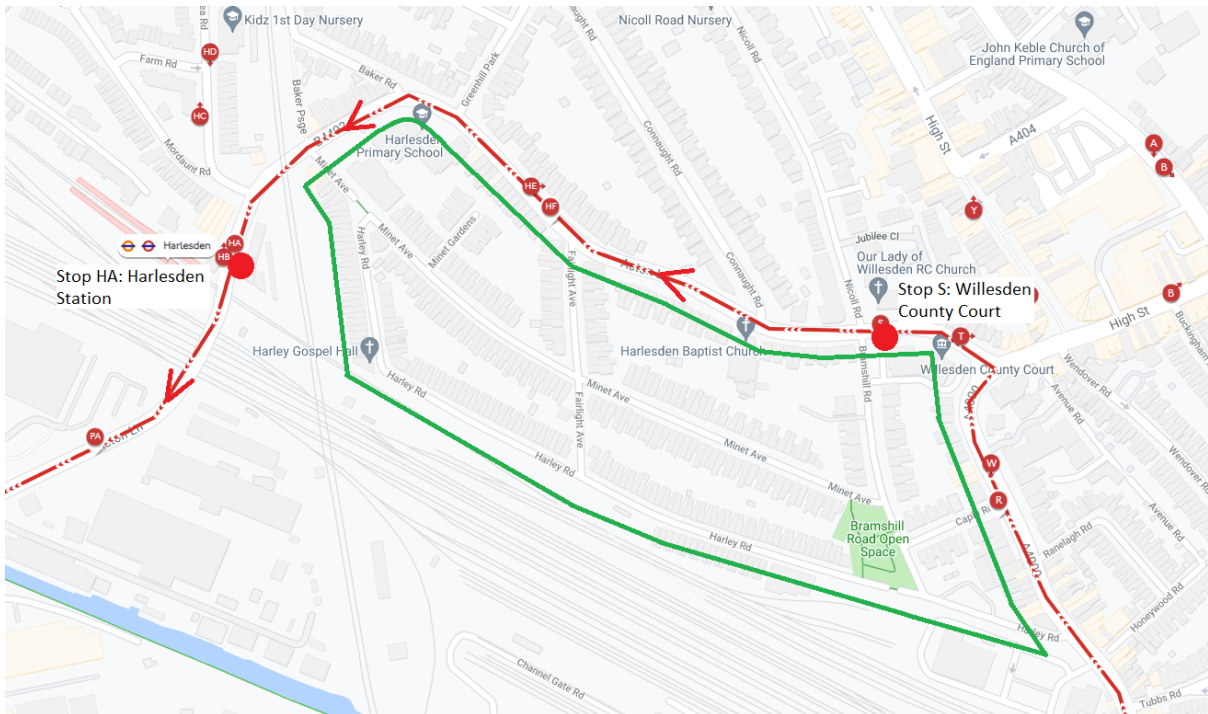


Fig 3.2: Route 487 west bound

Route 228

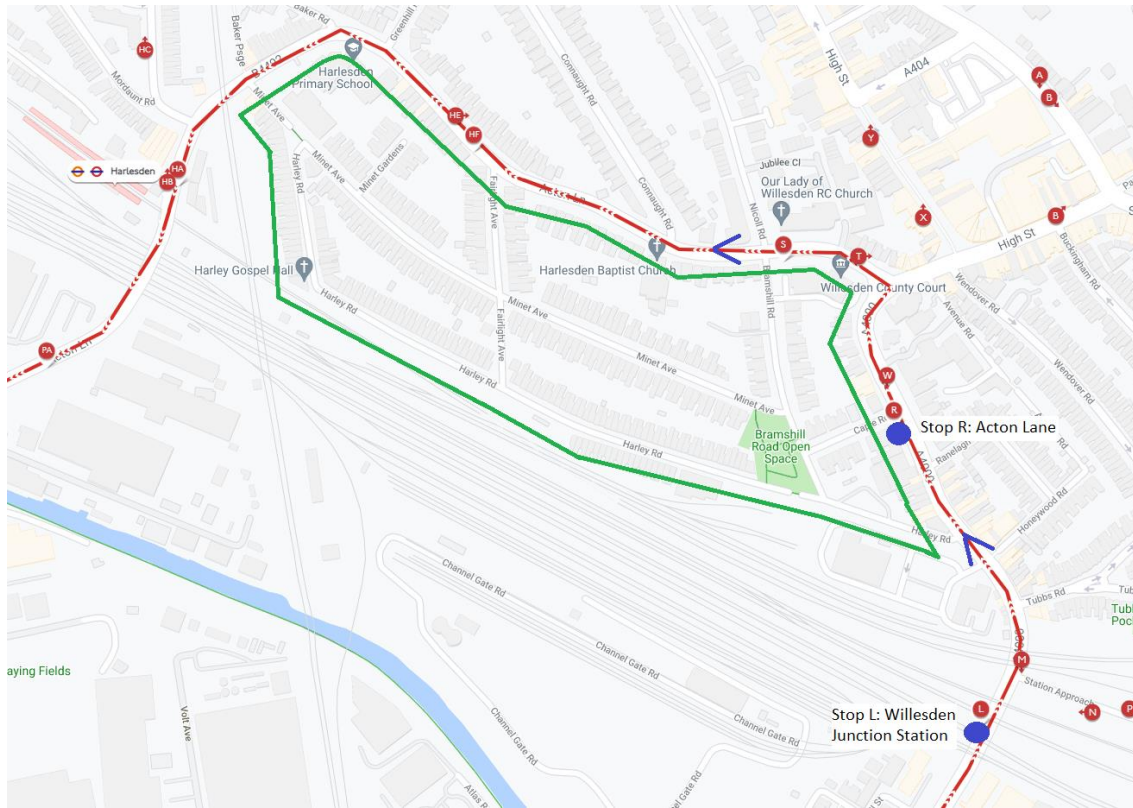


Fig. 3.3: Route 228 North bound

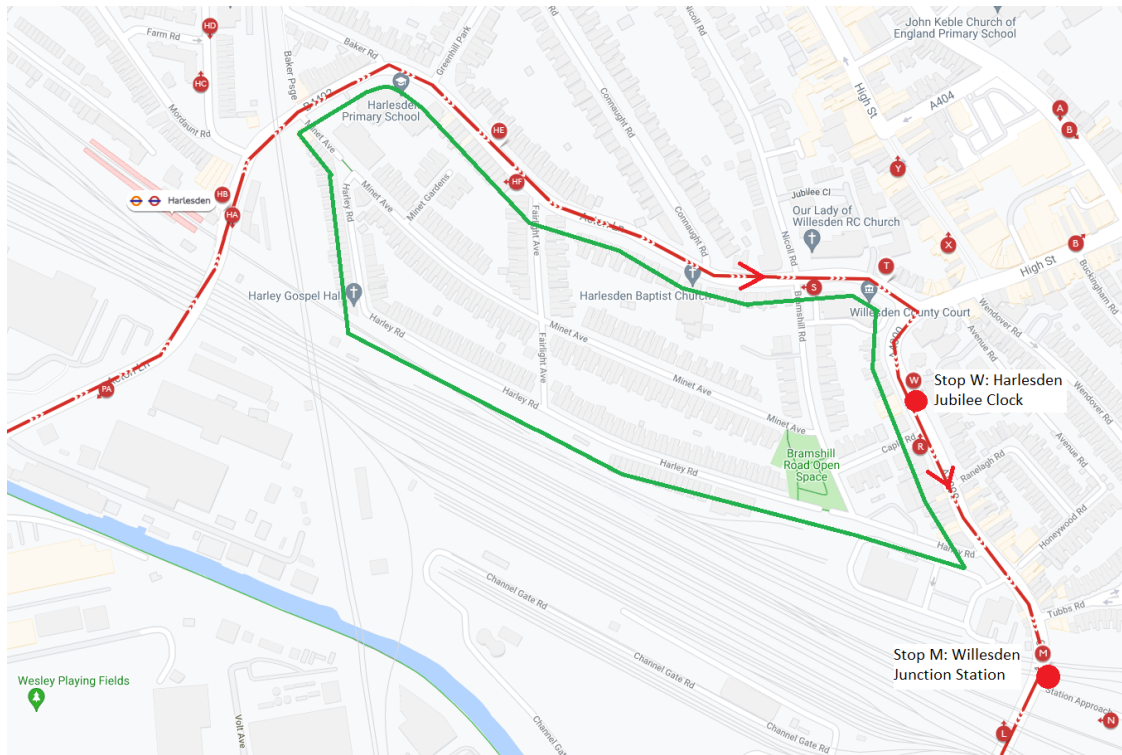


Fig 3.4: Route 228 South Bound

Route 220

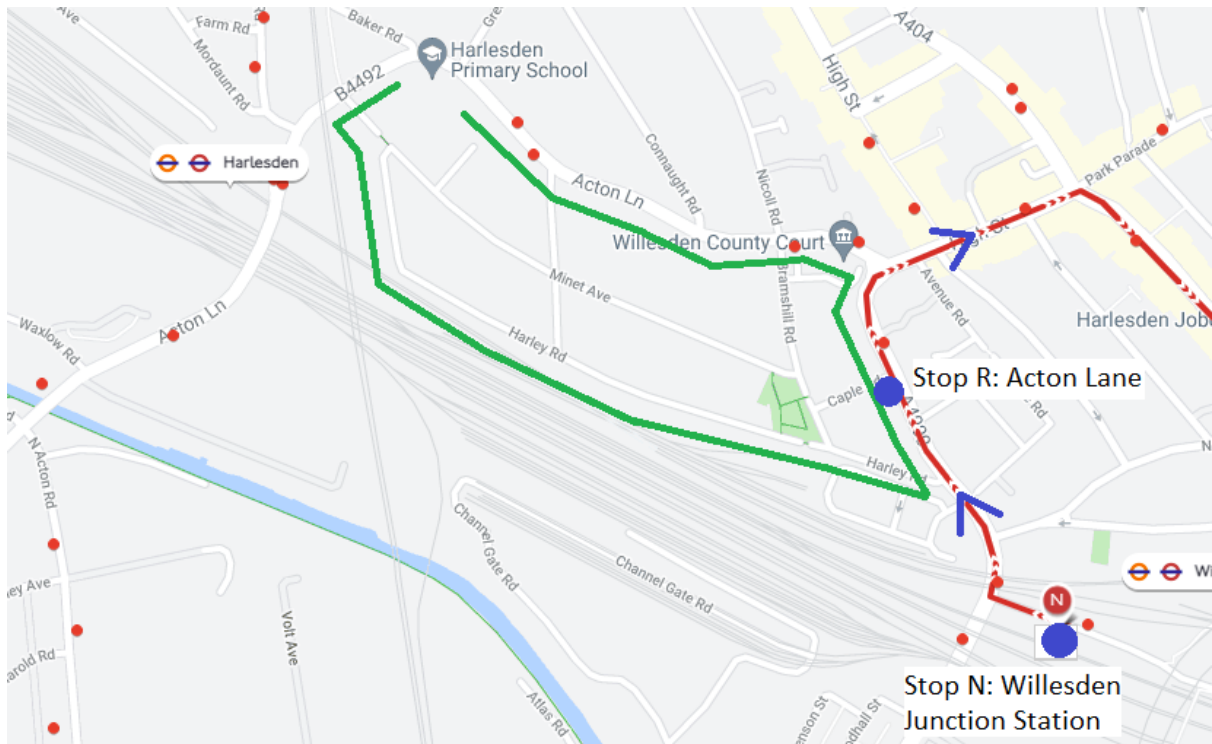


Fig. 3.5: Route 220 North Bound

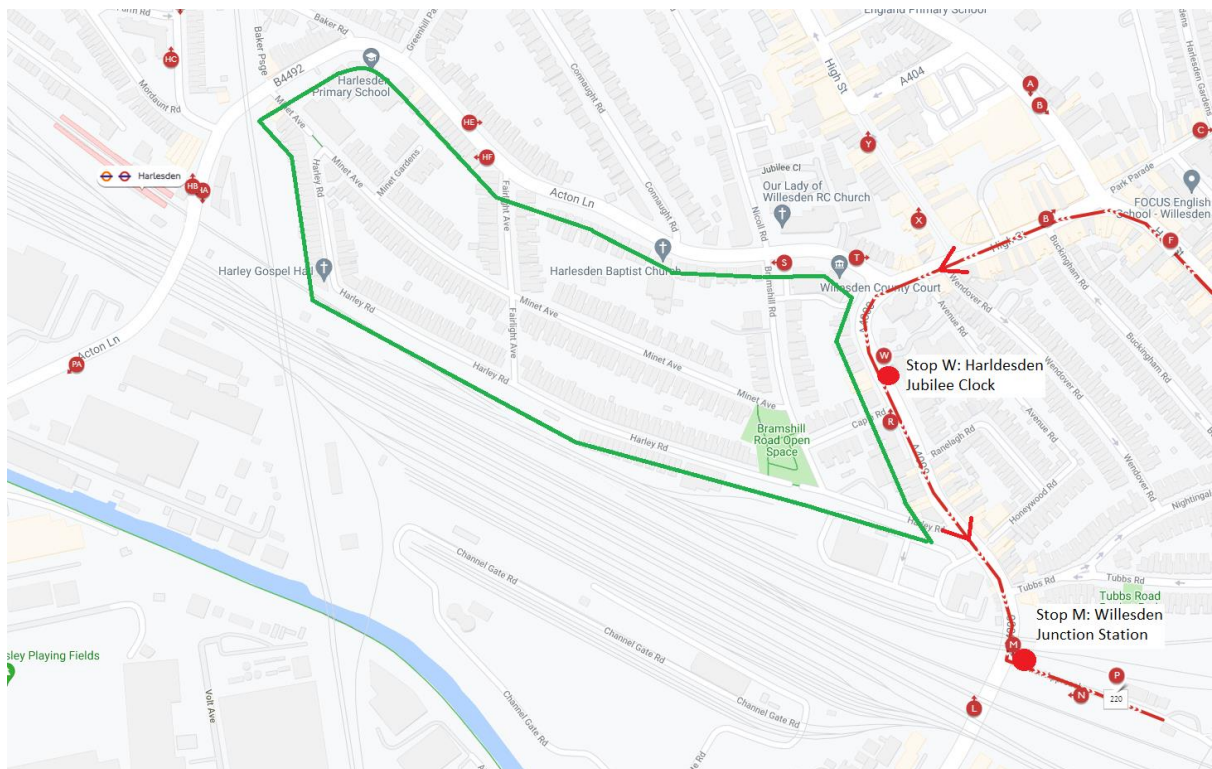


Fig 3.6: Route 220 South Bound

Route 187

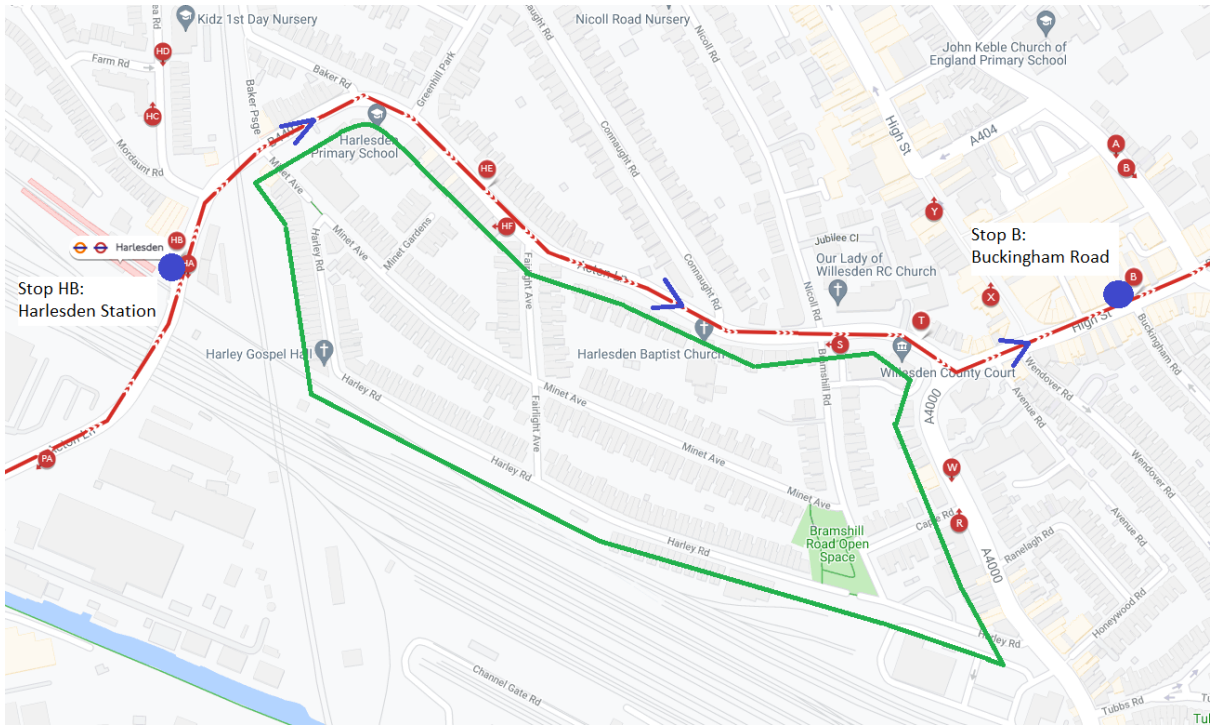


Fig. 3.7: Route 187 East Bound

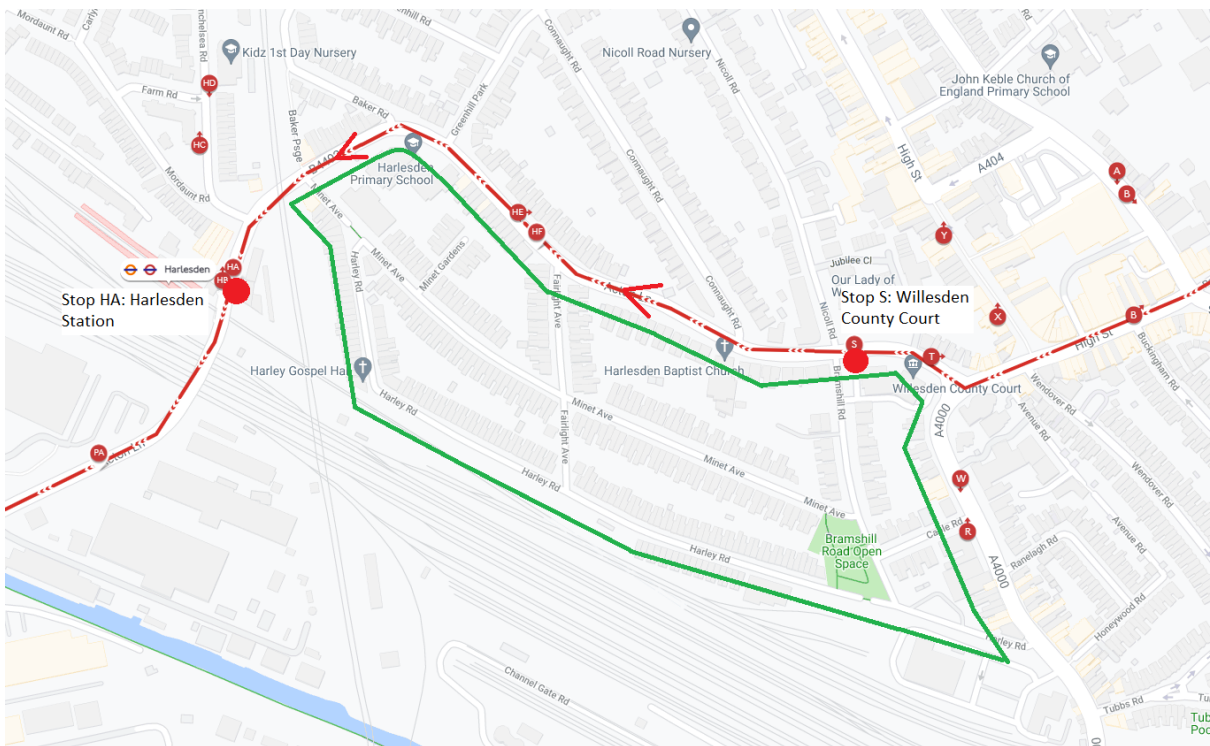


Fig. 3.8: Route 187 West Bound

Route 206

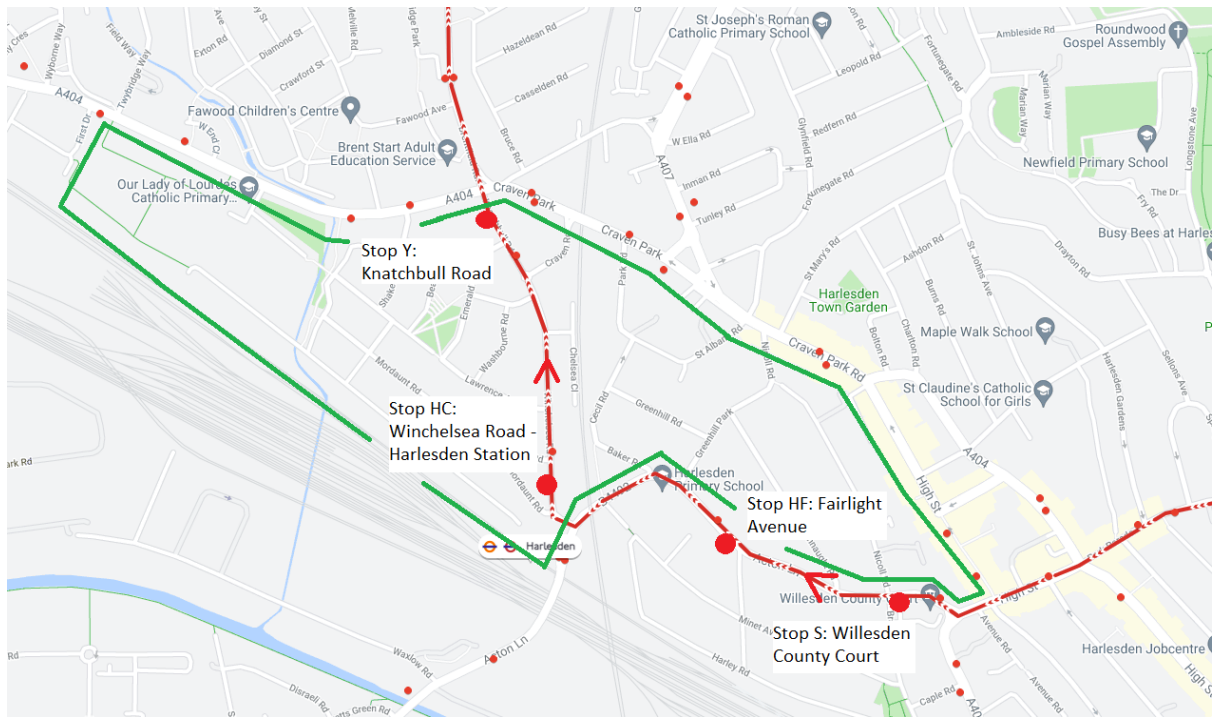


Fig. 3.9: Route 206 North and West Bound

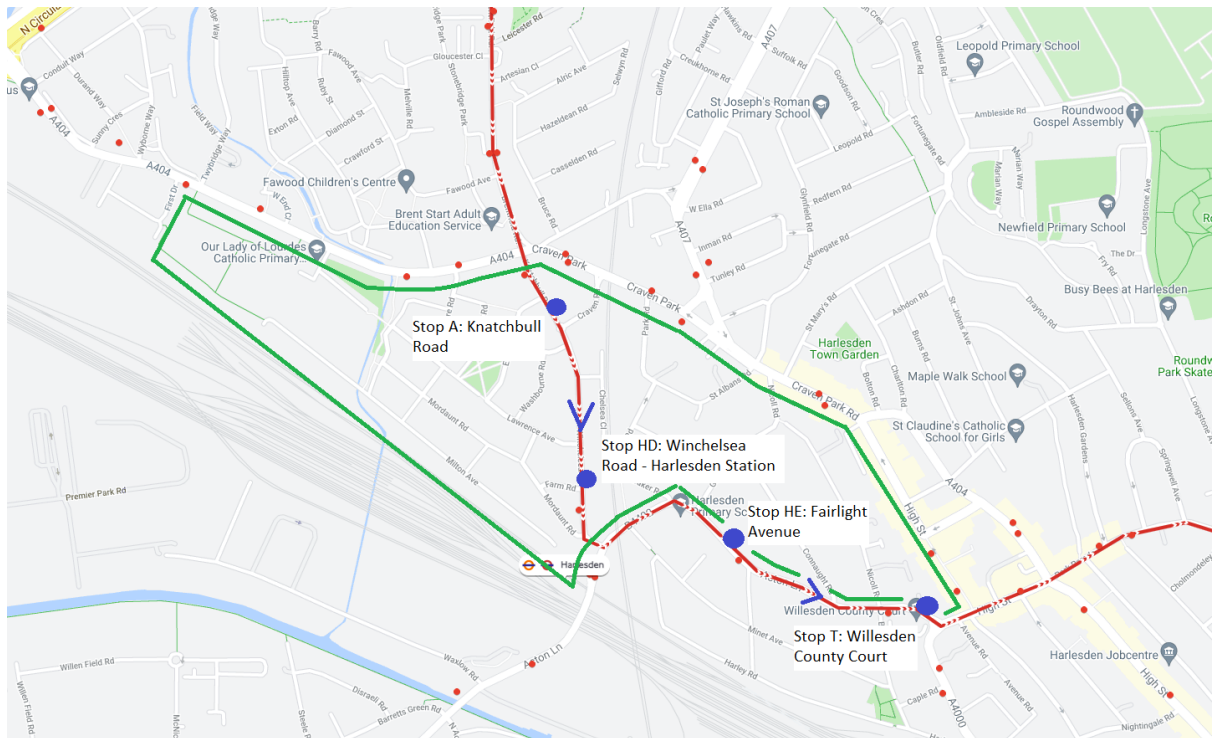


Fig. 3.10: Route 206 South and East Bound

Route 224

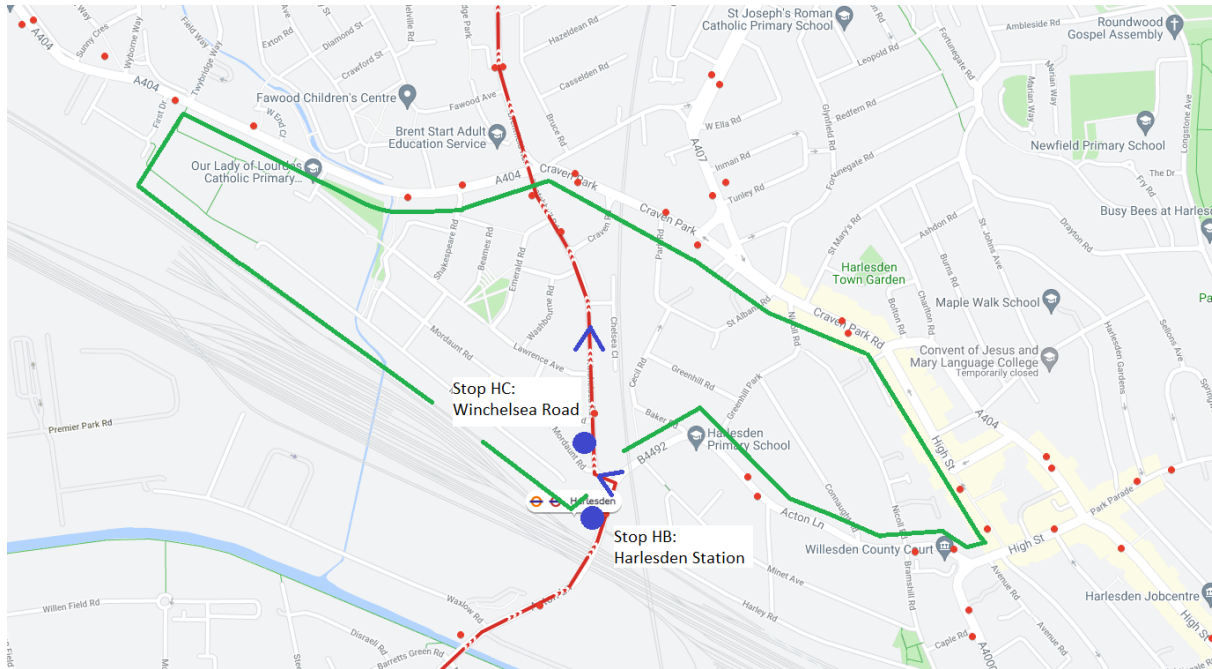


Fig. 3.11: Route 224 North Bound

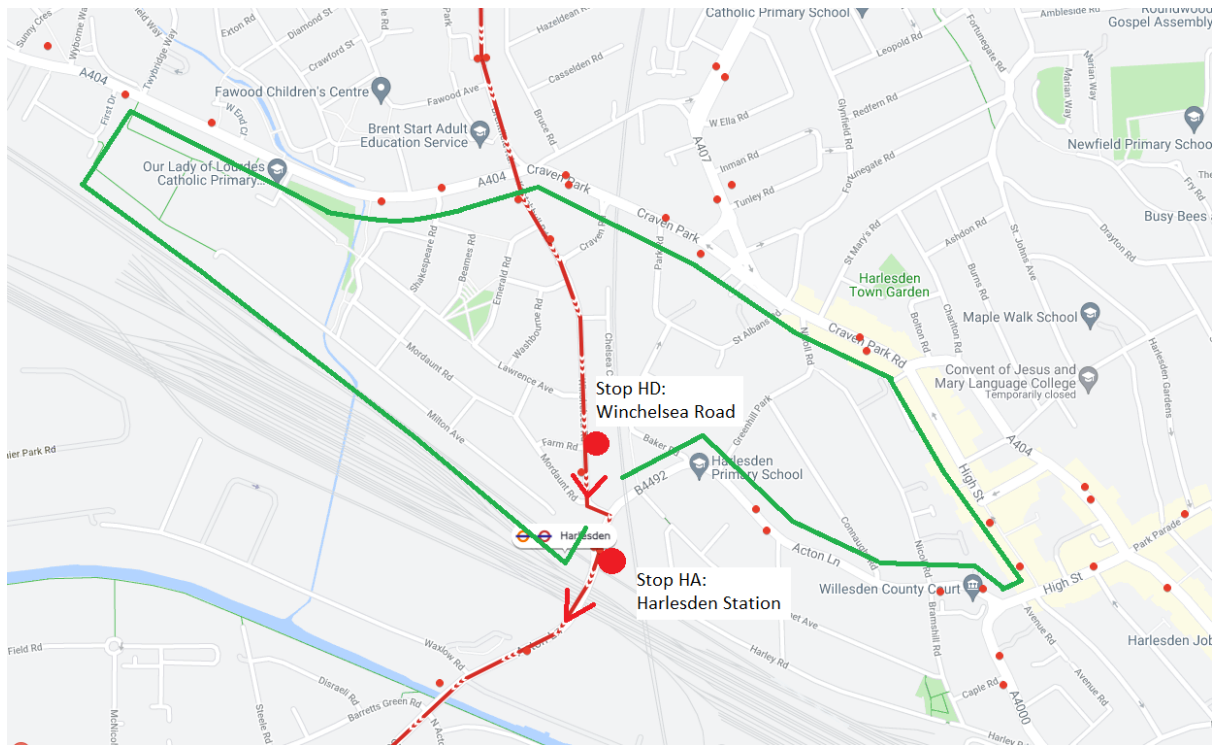


Fig. 3.12: Route 224 South Bound

Route 226

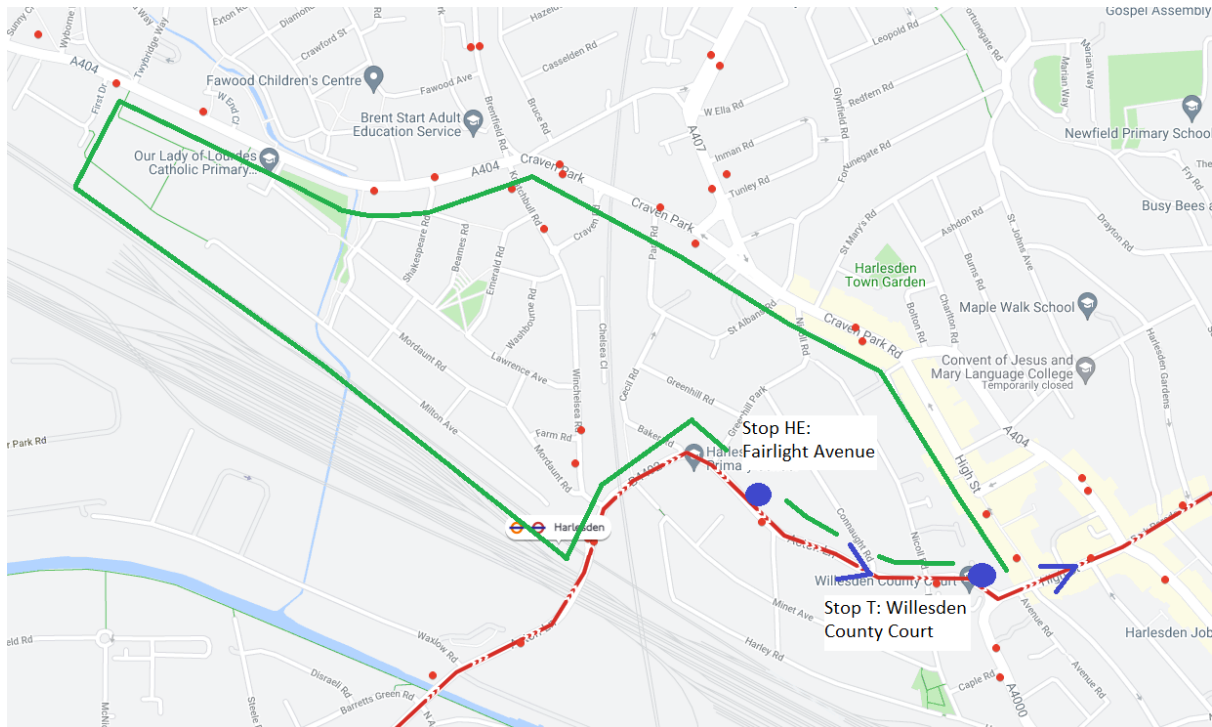


Fig. 3.13: Route 226 East Bound

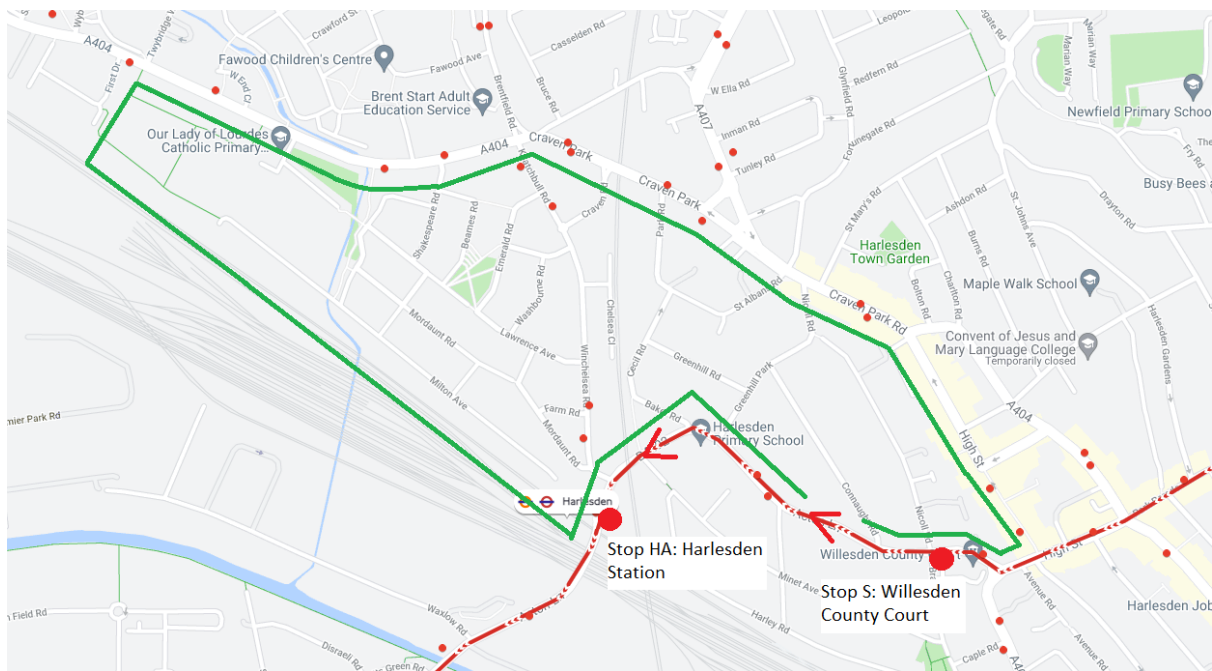


Fig. 3.14: Route 226 West Bound

Route 18

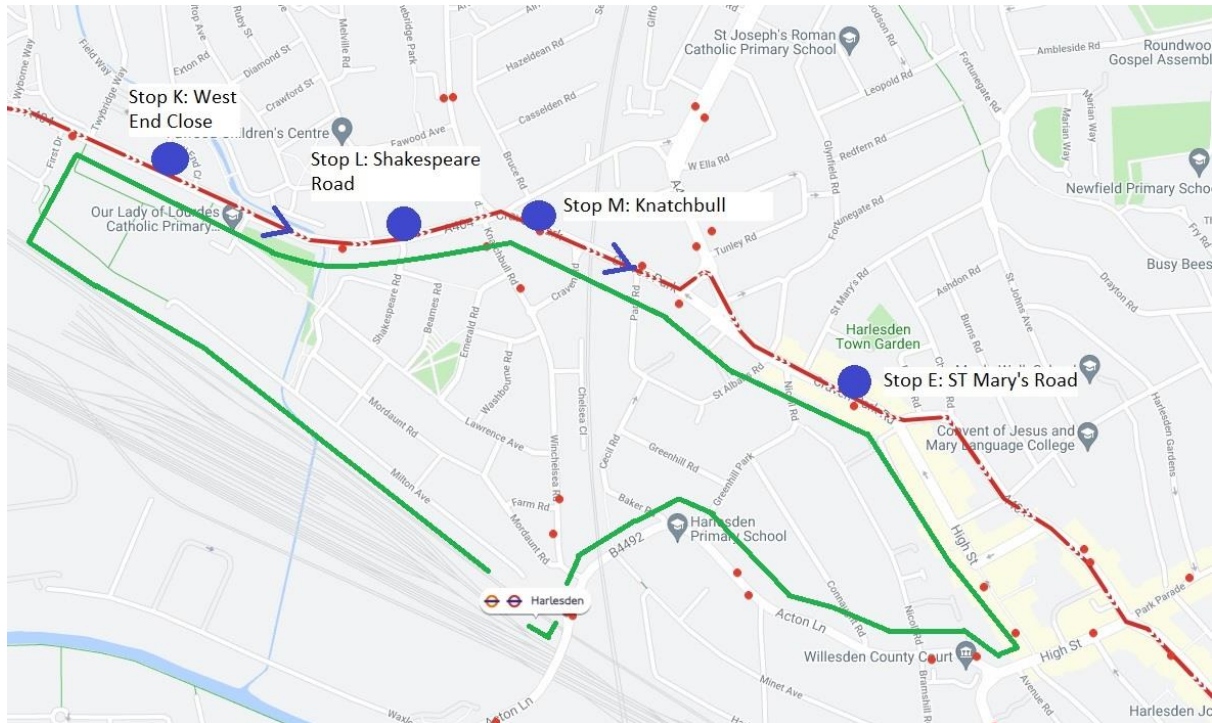


Fig. 3.15: Route 18 East Bound

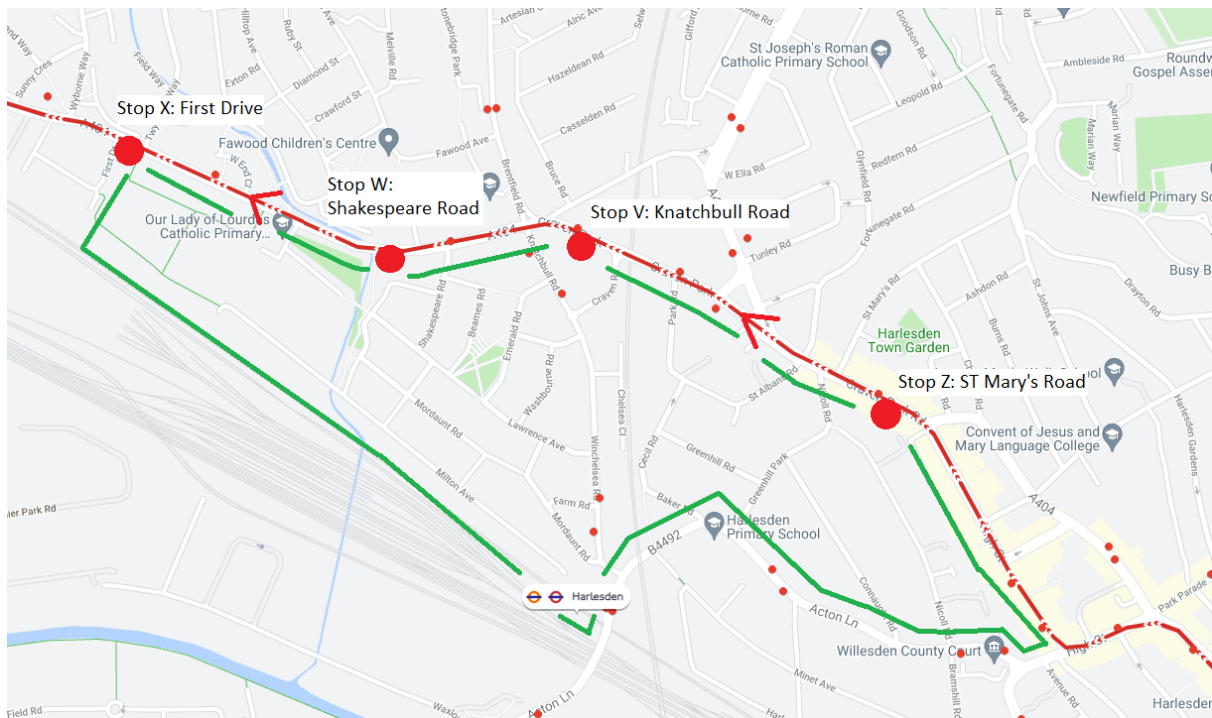


Fig. 3.16: Route 18 West Bound

Route 260

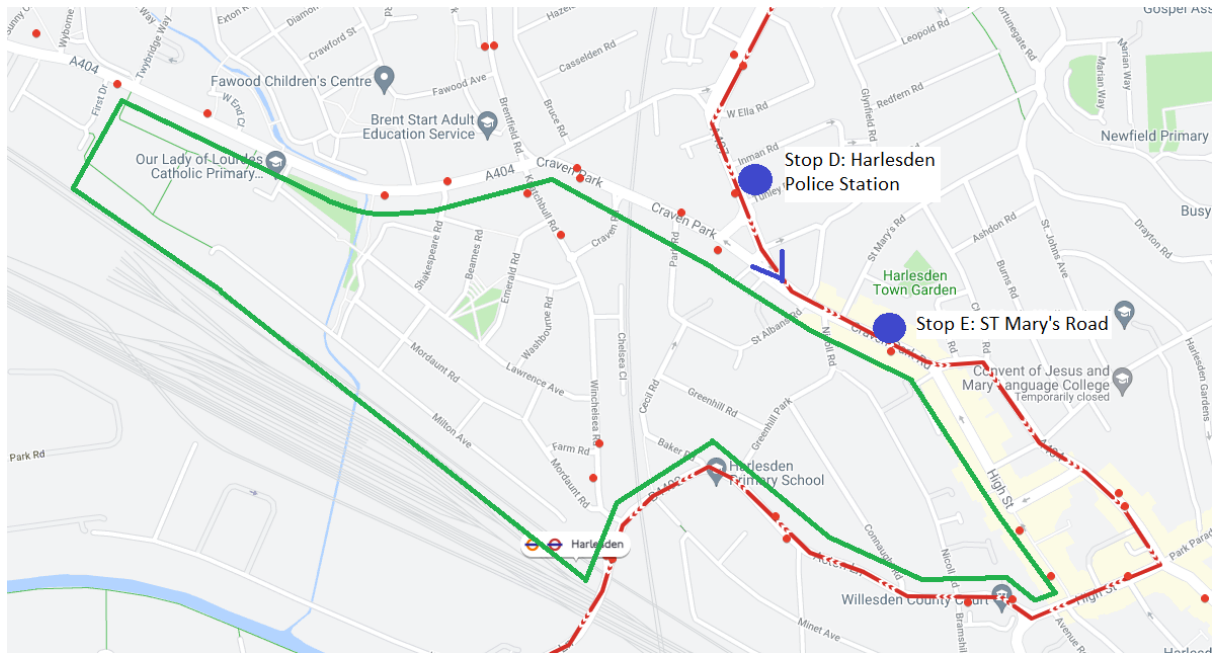


Fig. 3.17: Route 260 East Bound

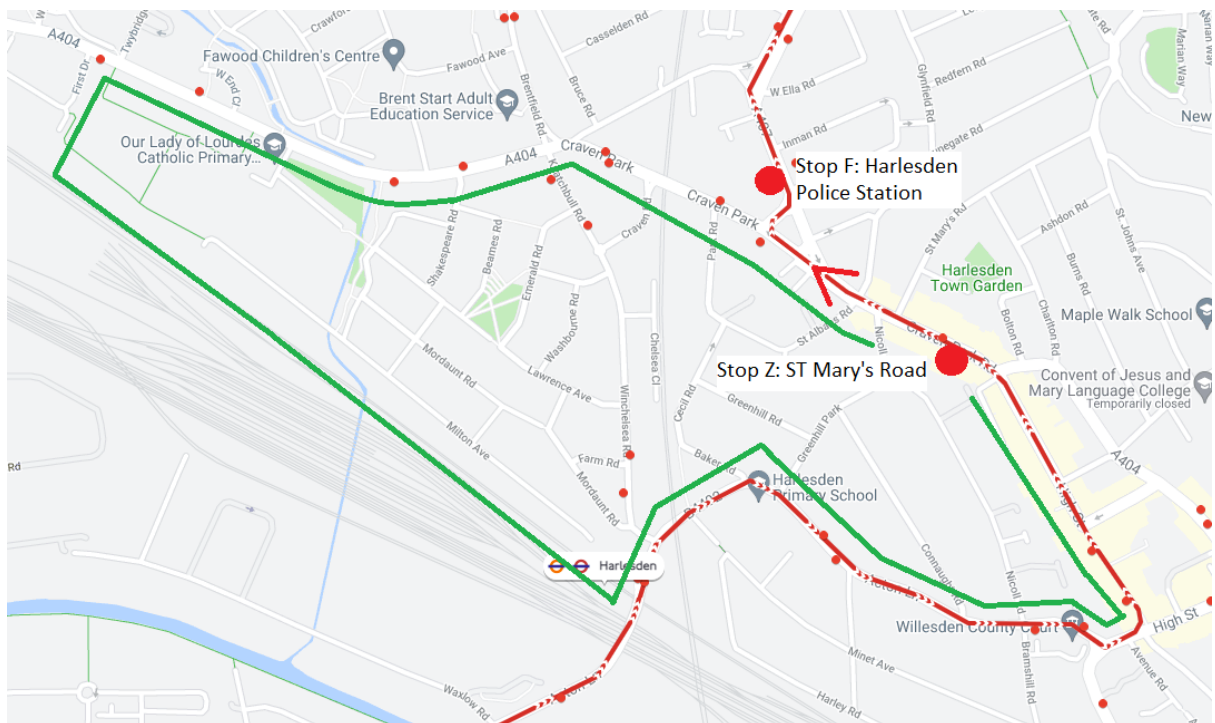


Fig. 3.18: Route 260 West Bound

3.5 Journey times have been taken for periods corresponding to when the sets of traffic data were collected i.e., September 2020, February 2021 and May 2021. To give baseline periods for before the measures were implemented and pre-Covid effects on traffic flows, journey time data has also been shown for September 2019, February 2020 and May 2020. Journey times have been considered comparing similar months (to account for seasonal differences in traffic flows) for the mid-week morning peak period between 7 and 10am. The results are set out in Table 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9 (journey times are represented as decimals minutes - i.e., a journey time of 5.8 minutes equates to 5 minutes and 48 seconds).

3.6 Route 487

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
487	East Bound	2.6	2.9	2.1	3.0	2.4	3.0	17%
	West Bound	3.4	2.9	2.2	3.2	2.5	3.1	-9%

Table 3.1: Route 487 Total Average Journey Times

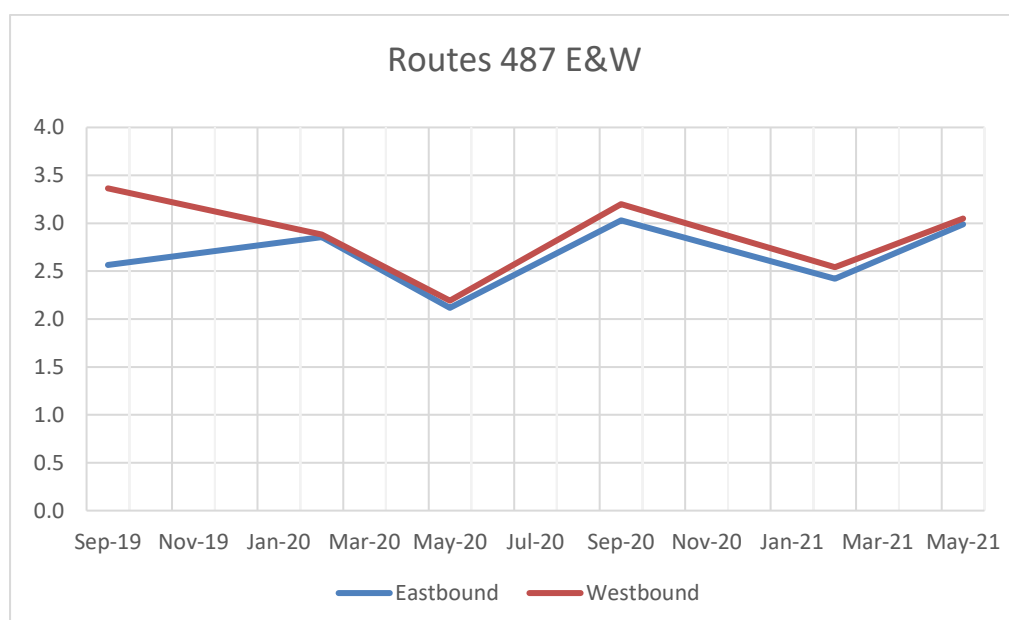


Fig 3.19: Route 487 Total Average Journey Times

3.6.1 Table 3.1 and Fig 3.19 shows the total average journey times for both direction of travel for the 487 service.

3.6.2 The east bound route (i.e., Harlesden Station to Willesden County Court) shows fluctuating journey times between September 2019 and May 2021. Comparing the latest journey times in May 2021 to those in September 2019 show an increase in journey times of 17% equating to approx. 24 seconds.

3.6.3 The west bound route (i.e., Willesden County Court to Harlesden Station) shows similar fluctuations in journey times between September 2019 and May 2021. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 9% equating to approx. 18 seconds.

3.7 Route 228

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
228	North Bound	1.3	1.2	1.0	1.1	1.2	0.9	-28%
	South Bound	1.7	1.8	1.0	1.5	1.3	1.1	-37%

Table 3.2: Route 228 Total Average Journey Times

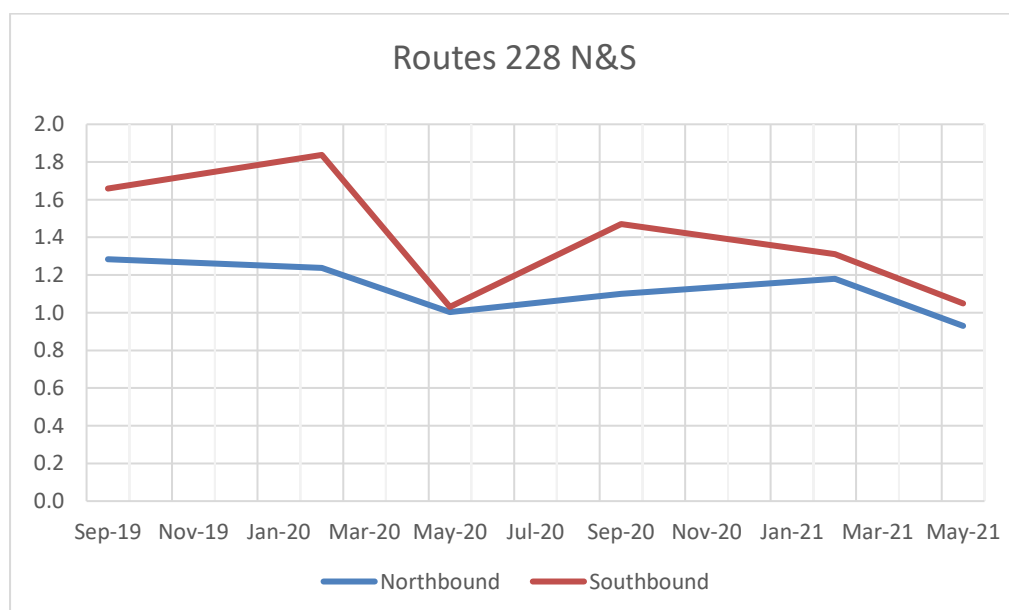


Fig 3.20: Routes 228 Total Average Journey Times

- 3.7.1 Table 3.2 and Fig 3.20 show the total average journey times for both direction of travel for the 228 service.
- 3.7.2 The north bound route (i.e., Willesden Junction Station to Acton Lane) shows fairly consistent journey times between September 2019 and May 2012. Comparing the latest journey times in May 2021 to those in September 2019 show a decrease in journey times of 28% equating to approx. 24 seconds.
- 3.7.3 The south bound route (i.e., Willesden Jubilee Clock to Willesden Junction Station) shows several fluctuations between September 2019 and May 2021, particularly in May 2020 where some of the quickest journey times were seen. This is before traffic surveys were undertaken for the monitoring of the Stonebridge and Harlesden HN and therefore the cause for this is unknown although it was shortly after the first Covid19 lockdown commenced and therefore lower traffic levels may have had an influence. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 37% equating to approx. 36 seconds.

3.8 Route 220

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
220	North Bound	1.3	1.5	1.4	1.4	1.3	1.2	-12%
	South Bound	1.7	1.9	1.6	1.5	1.3	1.2	-27%

Table 3.3: Route 220 Total Average Journey Times

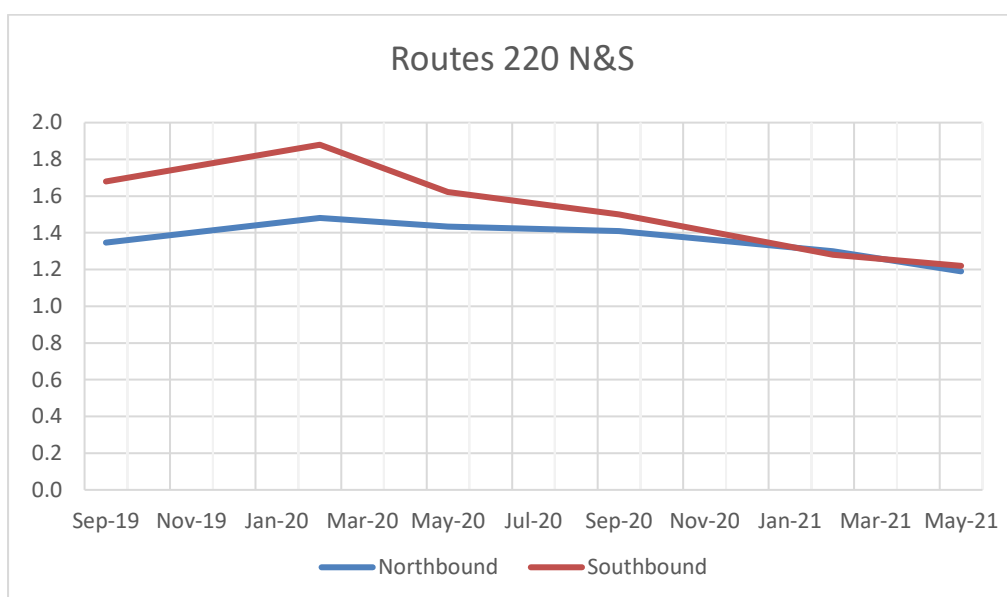


Fig 3.21: Route 220 Total Average Journey Time

3.8.1 Table 3.3 and Fig 3.21 show the total average journey times for both direction of travel for the 220 service.

3.8.2 The north bound route (i.e., Willesden Junction Station to Acton Lane) shows fairly consistent journey times between September 2019 and May 2021. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 12% for the north bound route equating to approx. 6 seconds.

3.8.3 The south bound route (i.e., Willesden Jubilee Clock to Willesden Junction Station) shows similarly consistent journey times to the north bound route between September 2019 and May 2021. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 27% equating to approx. 30 seconds.

3.9 Route 187

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
187	East bound	4.7	4.9	4.0	5.1	4.8	5.1	9%
	West bound	3.3	3.0	2.3	3.2	2.6	3.0	-7%

Table 3.4: Route 187 Total Average Journey Times

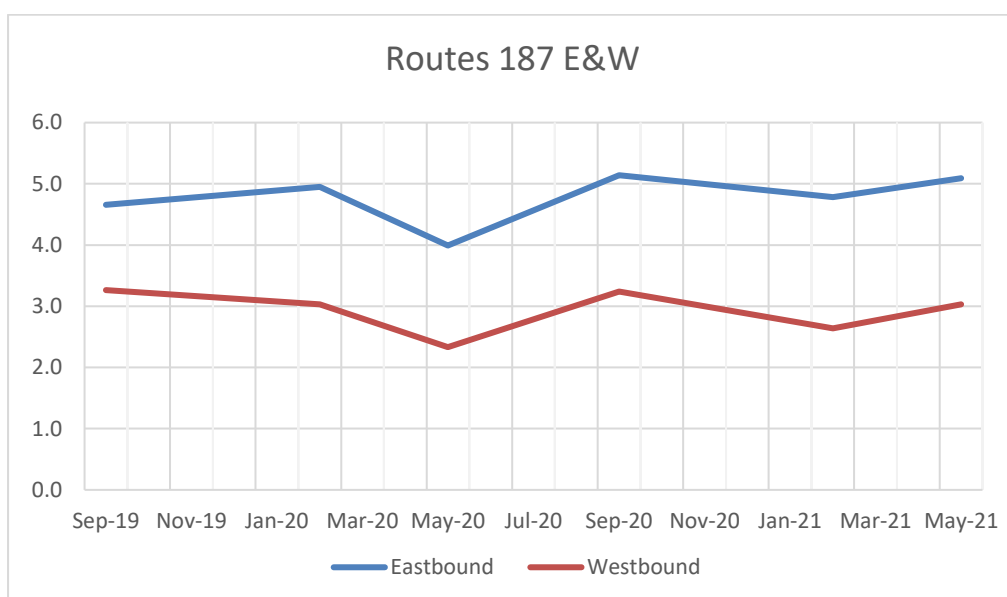


Fig 3.22: Route 187 Total Average Journey Time

3.9.1 Table 3.4 and Fig 3.22 show the total average journey times for both direction of travel for the 187 service.

3.9.2 The east bound route (i.e., Harlesden Station to Buckingham Road) shows several small fluctuations between September 2019 and May 2012. Comparing the latest journey times in May 2021 to those in September 2019 shows an increase in journey times of 9% for the east bound route equating to approx. 24 seconds.

3.9.3 The west bound route (i.e., Willesden County Court to Harlesden Station) shows similar small fluctuations in journey times between September 2019 and May 2021. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 7% equating to approx. 18 seconds.

3.10 Route 206

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
206	North bound	1.8	1.8	1.4	1.6	1.5	1.6	-13%
	South bound	3.8	1.5	0.8	1.9	1.2	2.4	-38%
	East bound	1.8	1.9	1.9	2.0	1.8	1.8	0%
	West bound	1.0	1.1	1.0	1.1	1.1	1.0	0%

Table 3.5: Route 206 Total Average Journey Times

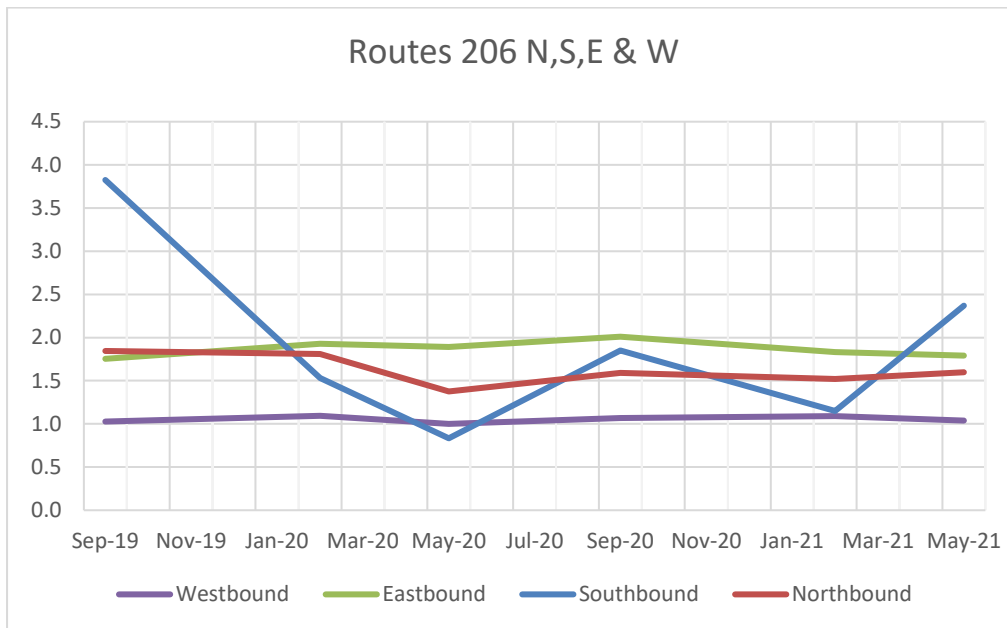


Fig 3.23: Route 206 Total Average Journey Time

3.10.1 Table 3.5 and Fig 3.23 show the total average journey times for both direction of travel for the 206 service.

3.10.2 The north bound route (i.e., Winchelsea Road/Harlesden Station to Knatchbull Road) shows consistent journey times between September 2019 and May 2012. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 13% equating to approx. 12 seconds.

3.10.3 The south bound route (i.e., Knatchbull Road to Winchelsea Road/Harlesden Station) shows much larger fluctuations in journey times between September 2019 and May 2021, particularly in May 2020 where some of the quickest journey times were seen. This is before traffic surveys were undertaken for the monitoring of the Stonebridge and Harlesden HN and therefore the cause for this is unknown although it was shortly after the first Covid19 lockdown commenced and therefore lower traffic levels may have had an influence. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 38% equating to approx. 1 minute 24 seconds.

3.10.4 The east bound route (i.e., Fairlight Ave to Willesden County Court) shows consistent journey times between September 2019 and May 2012. Comparing the latest journey times in May 2021 to

those in September 2019 shows an increase in journey times of 2% equating to approx. 2 seconds.

3.10.5 The west bound route (i.e., Willesden County Court to Fairlight Ave) shows consistent journey times between September 2019 and May 2012. Comparing the latest journey times in May 2021 to those in September 2019 shows an increase in journey times of 1% equating to approx. 1 second.

3.11 Route 224

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
224	North bound	1.2	1.1	0.8	1.1	1.0	1.2	0%
	South bound	2.6	2.0	1.1	2.4	1.5	2.0	-25%

Table 3.6: Route 224 Total Average Journey Times

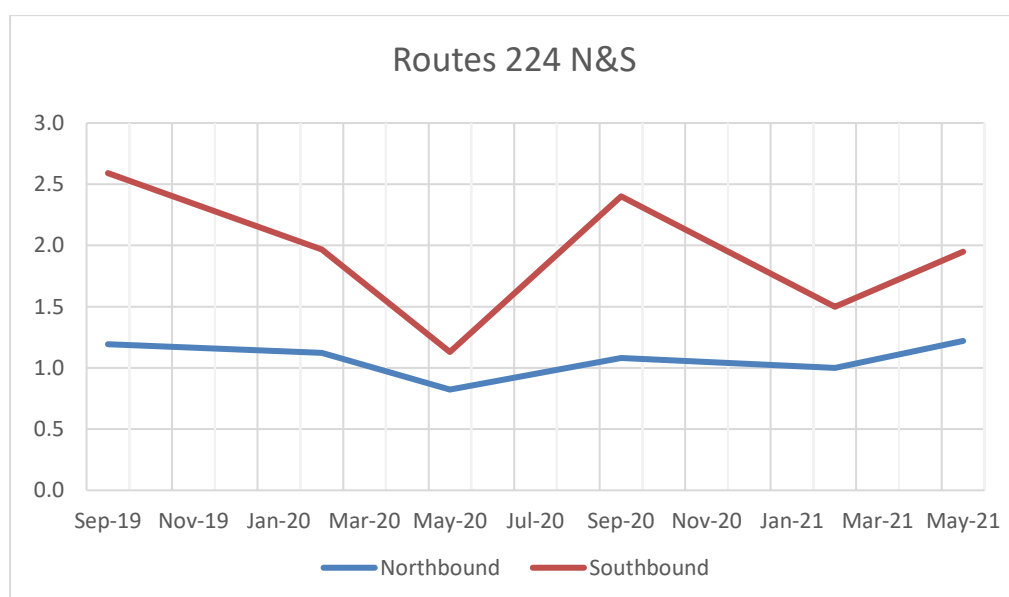


Fig 3.24: Route 224 Total Average Journey Time

3.11.1 Table 3.6 and Fig 3.23 show the total average journey times for both direction of travel for the 224 service.

3.11.2 The north bound route (i.e., Harlesden Station to Winchelsea Road) shows consistent journey times between September 2019 and May 2012. Comparing the latest journey times in May 2021 to those in September 2019 shows an increase in journey times of 1% equating to approx. 1 second.

those in September 2019 shows an increase in journey times of 2% equating to approx. 2 seconds.

3.11.3 The south bound route (i.e., Winchelsea Road to Harlesden Station) shows much larger fluctuations in journey times between September 2019 and May 2021, particularly in May 2020 where some of the quickest journey times were seen. This is before traffic surveys were undertaken for the monitoring of the Stonebridge and Harlesden HN and therefore the cause for this is unknown although it was shortly after the first Covid19 lockdown commenced and therefore lower traffic levels may have had an influence. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 25% equating to approx. 36 seconds.

3.12 Route 226

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
226	East bound	1.8	1.8	1.9	1.9	2.1	1.9	8%
	West bound	3.7	3.4	2.4	3.5	2.8	3.2	-14%

Table 3.7: Route 226 Total Average Journey Times

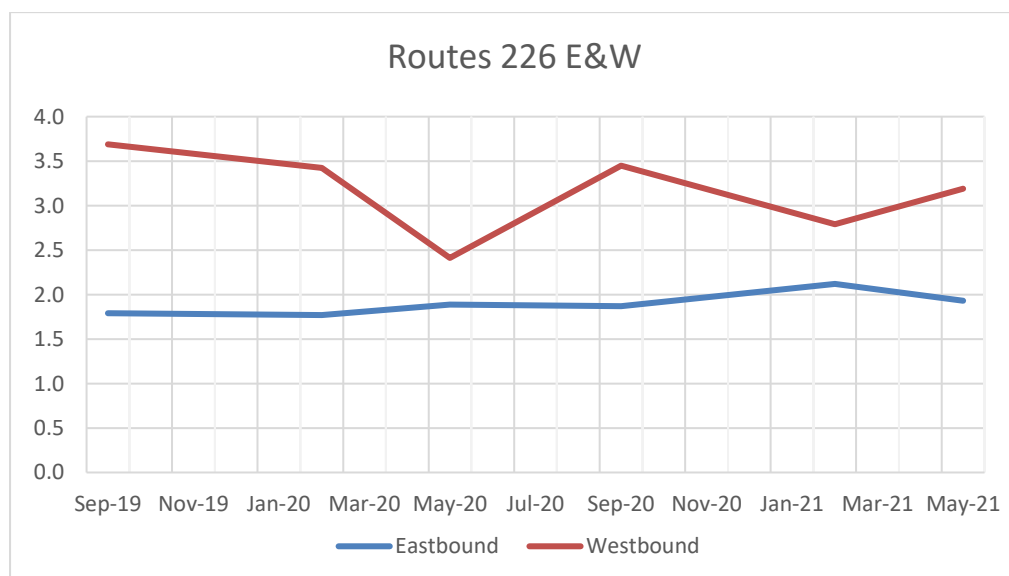


Fig 3.25: Route 226 Total Average Journey Time

3.12.1 Table 3.7 and Fig 3.25 show the total average journey times for both direction of travel for the 226 service.

3.12.2 The east bound route (i.e., Fairlight Ave to Willesden County Court) shows consistent journey times between September 2019 and May 2021. Comparing the latest journey times in May 2021 to those in September 2019 shows an increase in journey times of 8% equating to approx. 6 seconds.

3.12.3 The west bound route (i.e., Willesden County Court to Harlesden Station) shows much larger fluctuations in journey times between September 2019 and May 2021, particularly in May 2020 where some of the quickest journey times were seen. This is before traffic surveys were undertaken for the monitoring of the Stonebridge and Harlesden HN and therefore the cause for this is unknown although it was shortly after the first Covid19 lockdown commenced and therefore lower traffic levels may have had an influence. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 14% equating to approx. 30 seconds.

3.13 Route 18

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
18	East bound (hillside)	1.6	1.8	1.1	2.2	1.2	1.6	0%
	West bound (hillside)	1.2	1.2	0.9	1.3	1.0	1.4	14%
	East bound	3.3	2.9	2.1	3.0	2.2	2.6	-21%
	West bound	2.2	2.2	1.7	2.6	1.9	2.2	-2%

Table 3.8: Route 18 Total Average Journey Times

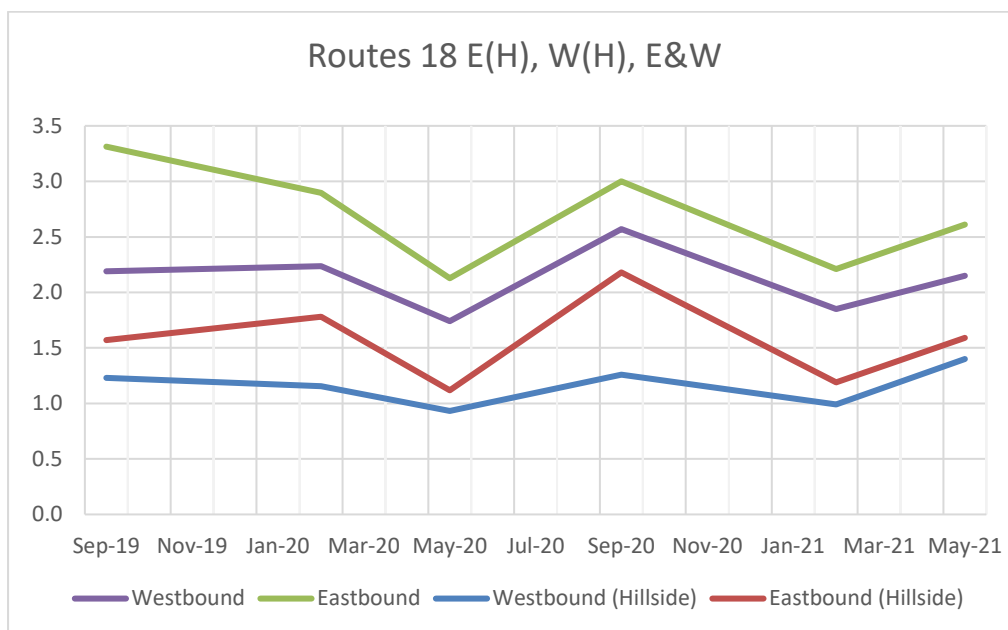


Fig 3.26: Route 18 Total Average Journey Time

3.13.1 Table 3.8 and Fig 3.26 show the total average journey times for both direction of travel for the 18 service.

3.13.2 The east bound route (i.e., West End Close to Shakespeare Road) shows fluctuating journey times between September 2019 and May 2021, particularly in May 2020 where some of the quickest journey times were seen. This is consistent across east and west bound routes on Craven Park Road as well. This is before traffic surveys were undertaken for the monitoring of the Stonebridge and Harlesden HN and therefore the cause for this is unknown although it was shortly after the first Covid19 lockdown commenced and therefore lower traffic levels may have had an influence. However, comparing the latest journey times in May 2021 to those in September 2019 shows an increase in journey times of just 1% equating to approx. 1 second.

3.13.3 For the west bound route (i.e., Shakespeare Road to West Drive) shows more consistent journey times between September 2019 and May 2021. Comparing the latest journey times in May 2021 to those in September 2019 shows an increase in journey times of 14% equating to approx. 12 seconds.

3.13.4 The east bound route (i.e., Knatchbull Road to St Mary's Road) shows similarly fluctuating journey times to eastbound (West End Close to Shakespeare Road) between September 2019 and May 2021. It is likely this is due to reasons as listed in section 3.13.2.

Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 21% equating to approx. 42 seconds.

3.13.5 The west bound route (i.e., St Mary's Road to Knatchbull Road) shows similarly fluctuating journey times to eastbound (West End Close to Shakespeare Road) between September 2019 and May 2021. It is likely this is due to reasons as listed in section 3.13.2. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 2% equating to approx. 2 seconds.

3.14 Route 260

Route	Direction	Journey Times						% Change Sep 2019 to May 2021
		Sep-19	Feb-20	May-20	Sep-20	Feb-21	May-21	
260	East bound	2.3	1.9	1.1	2.0	1.6	1.8	-20%
	West bound	1.7	1.7	1.3	1.8	1.7	1.7	0%

Table 3.9: Route 260 Total Average Journey Times

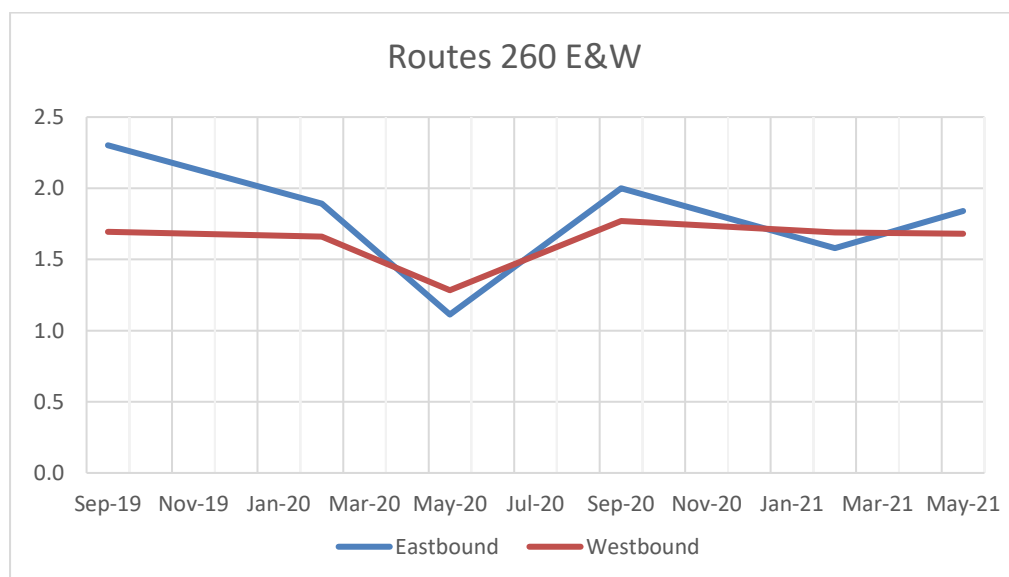


Fig 3.27: Route 260 Total Average Journey Time

3.14.1 Table 3.8 and Fig 3.27 show the total average journey times for both direction of travel for the 260 service.

3.14.2 The east bound route (i.e., Harlesden Police Station to St Mary's Road) shows much large fluctuations in journey times between

September 2019 and May 2021, particularly in May 2020 where some of the quickest journey times were seen. This is before traffic surveys were undertaken for the monitoring of the Stonebridge and Harlesden HN and therefore the cause for this is unknown although it was shortly after the first Covid19 lockdown commenced and therefore lower traffic levels may have had an influence. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 20% equating to approx. 30 seconds.

- 3.14.3 The west bound route (i.e., St Mary's Road to Harlesden Police Station) shows similarly fluctuating journey times to the eastbound route between September 2019 and May 2012. It is likely this is due to reasons as listed in section 3.14.2. Comparing the latest journey times in May 2021 to those in September 2019 shows a decrease in journey times of 1% equating to approx. 1 seconds.

4. COLLISION DATA ANALYSIS

- 4.1 Collision data has been gathered from TfL's online Road Danger Reduction Dashboard for the latest available three-year period on that site (01/01/2017 to 31/03/2021) for the HN boundary and internal roads for before and after implementation.
- 4.2 In the 'before' implementation period, as shown on Table 4.1 below, a total of 141 collisions were recorded resulting in 169 personal injuries. On the boundary roads 113 collisions were recorded resulting in 140 personal injuries being sustained. The HN internal roads show 28 collisions resulting in 29 personal injuries being sustained.
- 4.3 The majority of the collisions, 37 (26%), occurred on Hillside, 33 of which were slight and 4 serious. These resulted in 48 personal injuries being sustained. Another large proportion of collisions occurred on Craven Park Road, 34 (24%) collisions resulting in 39 personal injuries.
- 4.4 Table 4.1 details the collisions recorded on each road and the monthly collision rates which shows the total number of collisions divided by the 'before' implementation period which covers a period of 44 months. For example, records show Station Road experienced 10 collisions in the 44-month period therefore the monthly collision rate is 0.227 (10/44).

Pre-Implementation	Killed and Serious Injuries	Slight	Total	Personal Injuries	Collision Rate (collisions / month)
HN Boundary Roads (ATCs)					
Hillside	4	33	37	48	0.841
Craven Park	2	13	15	17	0.341
Craven Park Road	4	30	34	39	0.773
High Street Harlesden	3	4	7	8	0.159
Station Road	1	9	10	15	0.227
Acton Lane	1	9	10	13	0.227
Old Oak Lane	0	0	0	0	0

TOTAL	15	98	113	140	2.568
HN Internal Roads					
Wesley Road	0	1	1	1	0.023
Shakespeare Avenue	0	1	1	1	0.023
Shakespeare Road	0	1	1	1	0.023
Beames Road	1	0	1	1	0.023
Johnson Road	0	0	0	0	0
Lawrence Avenue	1	0	1	1	0.023
Windrush Road	0	0	0	0	0
Mordaunt Road	3	3	6	7	0.136
Milton Avenue	0	1	1	1	0.023
Shelley Road	0	0	0	0	0
Farm Road	0	0	0	0	0
Carlyle Road	0	0	0	0	0
Washbourne Road	0	0	0	0	0
Emerald Road	0	0	0	0	0
Harrison Road	0	0	0	0	0
Shrewsbury Crescent	0	0	0	0	0
Craven Road	0	0	0	0	0
Chelsea Close	0	1	1	1	0.023
Winchelsea Road	0	1	1	1	0.023
Knatchbull Road	0	4	4	4	0.091
Park Road	0	1	1	1	0.023
Langdon Court	0	0	0	0	0
St Marylebone Close	0	0	0	0	0
St Albans Road	0	1	1	1	0.023
Cecil Road	0	0	0	0	0
Baker Road	0	0	0	0	0

Greenhill Road	0	0	0	0	0
Greenhill Park	0	1	1	1	0.023
Nicoll Road	1	2	3	3	0.068
Connaught Road	0	0	0	0	0
Minet Avenue	0	1	1	1	0.023
Minet Gardens	0	0	0	0	0
Fairlight Avenue	0	1	1	1	0.023
Harley Road	1	0	1	1	0.023
Bramshill Road	0	1	1	1	0.023
Caple Road	0	0	0	0	0
TOTAL	7	21	28	29	0.636

Table 4.1: Collision & Casualty Data – Before HN Implementation

- 4.5 In the 'after' implementation period, as shown on Table 4.2 below, a total of 28 collisions were recorded resulting in 32 personal injuries. On the HN boundary roads 24 collisions were recorded resulting in 26 personal injuries being sustained. The HN internal roads show 4 collisions resulting in 6 personal injuries being sustained. All but three of the collisions in the 'after' period were slight injuries, those serious only occurring on Hillside and Craven Park Road.
- 4.6 Table 4.2 details the collisions recorded on each road and the monthly collision rates, the 'after' period comprising 7 months.
- 4.7 The total 'after' collision rates for all the boundary roads is 3.429 collisions / month compared to 2.568 in the 'before' period, which equates to an increase of approximately 0.9 a month.
- 4.8 For internal roads the total monthly collision rates in the 'after' period is 0.571 compared to 0.636 in the 'before' period. This equates to a decrease of approximately 0.07 collisions a month.
- 4.9 TfL have indicated that they have provisional data up to the end of July 2021 although this is not currently available on the online dashboard.

Post Implementation	Killed and Serious Injuries	Slight	Total	Personal Injuries	Collision Rate (collisions / month)
HN Boundary Roads (ATCs)					
Hillside	1	4	5	5	0.714
Craven Park	0	5	5	5	0.714
Craven Park Road	2	2	4	4	0.571
High Street Harlesden	0	4	4	4	0.571
Station Road	0	3	3	4	0.429
Acton Lane	0	3	3	4	0.429
Old Oak Lane	0	0	0	0	0
Total	3	21	24	26	3.429
HN Internal Roads					
Wesley Road	0	0	0	0	0
Shakespeare Avenue	0	0	0	0	0
Shakespeare Road	0	0	0	0	0
Beames Road	0	0	0	0	0
Johnson Road	0	0	0	0	0
Lawrence Avenue	0	0	0	0	0
Windrush Road	0	0	0	0	0
Mordaunt Road	0	0	0	0	0
Milton Avenue	0	1	1	1	0.143
Shelley Road	0	0	0	0	0
Farm Road	0	0	0	0	0
Carlyle Road	0	0	0	0	0
Washbourne Road	0	0	0	0	0

Emerald Road	0	0	0	0	0
Harrison Road	0	0	0	0	0
Shrewsbury Crescent	0	0	0	0	0
Craven Road	0	0	0	0	0
Chelsea Close	0	0	0	0	0
Winchelsea Road	0	1	1	1	0.143
Knatchbull Road	0	0	0	0	0
Park Road	0	0	0	0	0
Langdon Court	0	0	0	0	0
St Marylebone Close	0	0	0	0	0
St Albans Road	0	0	0	0	0
Cecil Road	0	0	0	0	0
Baker Road	0	0	0	0	0
Greenhill Road	0	1	1	1	0.143
Greenhill Park	0	0	0	0	0
Nicoll Road	0	1	1	3	0.143
Connaught Road	0	0	0	0	0
Minet Avenue	0	0	0	0	0
Minet Gardens	0	0	0	0	0
Fairlight Avenue	0	0	0	0	0
Harley Road	0	0	0	0	0
Bramshill Road	0	0	0	0	0
Caple Road	0	0	0	0	0
Total	0	4	4	6	0.571

Table 4.2: Collision & Casualty Data – After HN Implementation

5. Air Quality Monitoring

- 5.1 As part of the monitoring of the Stonebridge and Harlesden HN air quality tests were undertaken at four locations using diffusion tubes to measure nitrogen dioxide (NO₂). These sites are on Lawrence Avenue, Craven Park, Nicoll Road and Connaught Road.
- 5.2 The Department for Environment Food and Rural Affairs (DEFRA) state that diffusion tubes are a useful low-cost method for indicative monitoring of ambient NO₂ concentrations, but they are affected by several sources of interference, such as weather changes and fluctuations in background pollution, which can cause substantial under or overestimation (often referred to as "bias").
- 5.3 Any such bias is a problem in any situation where diffusion tube results are to be compared with air quality objectives. As a result, local authorities using NO₂ diffusion tubes are required to quantify the bias of their diffusion tube measurements and apply an appropriate bias adjustment factor to the annual mean as necessary.
- 5.4 Once the results have been subject to this process that they can then be compared to UK national air quality objectives of the annual mean concentration of NO₂ not exceeding 40 µg m⁻³, and the 1-hour mean to not exceeding 200 µg m⁻³.
- 5.5 The data supplied for the review of the HN monitoring, which covers the period between November 2020 and July 2021, indicates that the diffusion tube results have not been adjusted at this stage. Nonetheless, while the results might not be comparable with air quality objectives, they may give an indication of local trends over the course of the monitoring period.
- 5.6 Levels of NO₂ before the HN was introduced are shown on the LB Brent's website regarding the Preston Park scheme and are included in Table 5.1. These 'before' figures are taken from the London Atmospheric Emissions Inventory 2016 which provides modelled annual mean concentrations for NO₂. 2016 is the most recent year for which this data is available.
- 5.7 The results of the air quality testing at the four sites mentioned above are shown in Table 5.1 below. To repeat the statement

above, it must be stressed that these are the 'raw' unadjusted figures.

- 5.8 The results indicate that while levels have fluctuated over the nine months there appears to have been an overall in the levels of NO₂ recorded at each of the locations.

Air Pollution Test Location	Monthly Nitrogen Dioxide Diffusion Tube results RAW DATA (µg/m ³)									
	'before' (2016)	Nov 20	Dec 20	Jan 21	Feb 21	Mar 21	Apr 21	May 21	June 21	July 21
Lawrence Avenue	38.33	42.93	33.32	28.86	33.03	31.03	25.38	24.41	20.14	20.88
Craven Park	66.37	51.37	43.60	45.50	41.47	45.19	39.29	39.10	tube missing	32.10
Nicoll Road	38.64	44.02	28.51	35.96	31.43	28.65	23.40	22.64	18.24	20.60
Connaught Road	38.57	41.32	37.22	37.72	28.10	31.93	24.39	24.21	18.70	23.19

Table 5.1: NO₂ Monitoring Results (Unadjusted)

6. Consultation Summary

- 6.1 An online consultation exercise was undertaken for residents both within and outside of the zone to submit their comments about the scheme and to indicate whether they supported the restrictions or not. In total (i.e. from residents inside and outside the HN) 152 responses were received, of which 62 (40.8%) indicated support for the scheme and 90 (59.2%) did not support the scheme.
- 6.2 The consultation material was delivered to the 2,817 properties within the HN and 82 (3%) responses were received. Of these 25 (30%) supported the proposal and 57 (70%) did not. Responses from roads where modal filters were installed (Lawrence Avenue, Mordaunt Road and Nicoll Road) a total of 22 responses were received. Of these 10 (45.5%) supported the scheme and 12 (54.5%) did not. Tables 6.1, 6.2 and 6.3 below shows these response rates on a 'road by road' basis.
- 6.3 Numerous comments were received and the most common were those listed as 'Agreed' (55, 39.3%), increased congestion (29, 20.7%) and those listed as 'general comment' (27, 19.3%).
- 6.4 Comments listed as 'agreed' were typically about the reduction in pollution and making the streets healthier and safer for residents. There were concerns however even among those who approved it about lack of enforcement and issues surrounding the redirection of traffic onto other street, possibly making it harder for emergency vehicles.
- 6.5 Many of the comments regarding just congestion were about the increase in journey time and difficulty in being able to travel as well as the increased congestion on other side roads and on main roads, with several suggesting the scheme has created bottlenecks
- 6.6 Those listed as 'General Comment' were generally about the inconvenience caused to local residents and the suggestion that it was just a way to raise money with some suggesting it targeted people in low-income areas.
- 6.7 Those regarding increased congestion and pollution were typically about the displacement of traffic onto main roads which creates congestion and pollution. There was also some

suggestion that other side roads will need be used for access pushing the pollution from several residential roads onto one.

Road Name	Yes	No	% Yes	% No
Acton Lane	1	1	50	50
Albert Road	1	0	100	0
All Souls Avenue	1	0	100	0
Aylesbury Street	1	0	100	0
Beames Road	2	5	29	71
Bolton Road	1	0	100	0
Bouverie Road	1	0	100	0
Bristol Walk	1	0	100	0
Buckingham Road	1	0	100	0
Burns Road	2	0	100	0
Casselden Road	1	0	100	0
Cecil Road	0	1	0	100
Cholmondeley Avenue	0	1	0	100
Church End	0	1	0	100
Connaught Road	4	4	50	50
Craven Park Road	1	1	50	50
Drayton Road	0	1	0	100
Ellery Court	1	0	100	0
Ellesmere Road	0	1	0	100
Emerald Road	0	2	0	100
Fortunegate Road	1	1	50	50
Greenhill Park	1	0	100	0

Road Name	Yes	No	% Yes	% No
Kings Road	0	1	0	100
Knatchbull Road	1	9	10	90
Lawrence Avenue	1	3	25	75
Leghorn Road	1	0	100	0
Longstone Avenue	0	4	0	100
Milton Avenue	0	4	0	100
Minet Gardens	1	0	100	0
Mordaunt Road	1	7	12	88
New Crecent Yard	0	1	0	100
Nicoll Road	8	2	80	20
Northolt Road	0	1	0	100
Oldfield Road	1	0	100	0
Orchid Mews	1	0	100	0
Palermo Road	1	0	100	0
Park Lane	0	1	0	100
Park Road	1	0	100	0
Roundwood Road	2	0	100	0
Sellons Avenue	2	0	100	0
Shaftesbury Gardens	0	1	0	100
Shakespeare Road	1	4	20	80
Shelley Road	0	2	0	100
St Albans Road	1	0	100	0

Greenhill Road	1	1	50	50	St Johns Avenue	1	0	100	0
Greenwood Terrace	0	2	0	100	St Marys Road	1	2	33	67
Harlesden Gardens	0	1	0	100	Stag Lane	1	0	100	0
Harlesden Road	1	0	100	0	Wendover Road	1	0	100	0
Harley Road	2	1	67	33	West End Close	0	1	0	100
Harrow Road	0	1	0	100	Winchelsea Road	0	1	0	100
Henderson Close	0	1	0	100	Windrush Road	0	5	0	100
High Street Harlesden	0	1	0	100	Wyld Way	0	1	0	100
Hillside	0	1	0	100	Wood Road	0	1	0	100
Hilltop Avenue	0	1	0	100	Yewfield Road	0	1	0	100
Iverson Road	1	0	100	0	Young Court	1	0	100	0
Ivy Road	0	1	0	100	No Road Name Given	5	8	38	62
Jubilee Close	2	0	100	0		62	90	41%	59%
Kenton Lane	1	0	100	0					

Table 6.1: Consultation Responses by Road – ALL RESPONSES

Road Name	Yes	No	% Yes	% No
Acton Lane	1	1	50	50
Beames Road	2	5	29	71
Cecil Road	0	1	0	100
Connaught Road	4	4	50	50
Craven Park Road	1	1	50	50
Emerald Road	0	2	0	100
Greenhill Road	1	1	50	50
Greenwood Terrace	0	2	0	100
High Street Harlesden	0	1	0	100
Hillside	0	1	0	100
Jubilee Close	2	0	100	0
Knatchbull Road	1	9	10	90
Lawrence Avenue	1	3	25	75
Milton Avenue	0	4	0	100
Mordaunt Road	1	7	12	88
New Crescent Yard	0	1	0	100
Nicoll Road	8	2	80	20
Park Road	1	0	100	0
Shakespeare Road	1	4	20	80
Shelley Road	0	2	0	100
St Albans Road	1	0	100	0
Winchelsea Road	0	1	0	100
Windrush Road	0	5	0	100
Total	25	57	30%	70%

Table 6.2: Consultation Responses by Road – ROADS WITHIN HN

Road Name	Yes	No	% Yes	% No
Lawrence Avenue	1	3	25	75
Mordaunt Road	1	7	12	88
Nicoll Road	8	2	80	20
Total	10	12	45.5%	54.5%

Table 6.3: Consultation Responses by Road – ROADS WITH MODAL FILTERS

7. EQUALITIES MONITORING

- 7.1 Respondents to the online consultation were invited to answer a series of equalities questions to indicate whether the responses were typically representative of the local community.
- 7.2 In relation to the Stonebridge & Harlesden areas the responses were broadly representative of the local community. The results are included in Appendix A.

8 SUMMARY AND CONCLUSION

- 8.1 For the boundary roads, the traffic surveys indicate mixed results. There are reductions in traffic volumes on Craven Park Road during May 2021 compared with baseline figures but increases on Hillside. Speeds on the other hand follow a reversed trend and have increased on Craven Park Road and reduced on Hillside, indicating increased traffic volumes have reduced traffic speeds.
- 8.2 Although the iBus bus journey time data has indicate some mixed results, when considering the two-way average of journey time improvement, 7 out of the 9 routes have seen overall improvement in journey times. For example the 228 showed a two-way average improvement of 32.5% equating to 30 seconds.
- 8.3 The 487 service was one route that showed increased journey times, although only eastbound, an increase of 17% and despite this saw an improvement of 9% westbound.
- 8.4 Collision data on boundary roads shows 'collisions / month' increased by approximately 0.9, comparing the period before the scheme went live (44 months) to the period after implementation (7 months) for which data is available.
- 8.5 HN Internal roads showed that flows increased for all roads except Nicoll Road Sep-20 to May-21 which is likely due to the nature of the closure making Nicoll Road a dead end with only a few minor close' off it. While the change on Knatchbull Road was minor Greenhill Park and Park Road both saw increases in certain periods more than 100%.
- 8.6 Collision data on those internal roads indicates a small decrease in the collisions/month figure of 0.571 over the 7-month period compared to 0.636 collisions/month in the 'before' period (44 months) a decrease of 0.07 collisions/month. There were only four collisions recorded during the 7-month period and is therefore difficult to identify trends.
- 8.7 The results of air quality testing, albeit un-adjusted, show improvements across all four test sites since introduction of the restrictions.
- 8.8 The majority of responses from residents living within the HN (70%) have indicated that they do not support the restrictions because

of concerns about additional congestion, longer journeys, inconvenience, impact on air pollution and some suggestion that because they perceived the scheme to push congestion and pollution onto main roads the scheme was unfair with some mention that it targeted those in low-income areas.

- 8.9 The lack of enforcement of the restrictions may have led to general flouting of the modal filters and therefore the objectives of providing generally lower traffic levels were not realised and consequently those who may have cycled or walked more were not encouraged to do so.
- 8.10 Similar types of schemes have been introduced across many parts of London, particularly to provide safer conditions for increased levels of cycling and walking during recovery from the Covid19 pandemic. It is recognised that a significant proportion of such schemes in London have not been supported by residents, or other roads users, but some schemes have been successful. It is recommended that consideration is given to undertaking further engagement with residents on a scheme incorporating enforcement (ideally using CCTV camera enforcement) so that the anticipated lower traffic volumes can be realised, and more active travel options adopted by residents.

APPENDIX A: EQUALITIES MONITORING RESPONSES

Stonebridge & Harlesden Area Healthy Neighbourhood Scheme

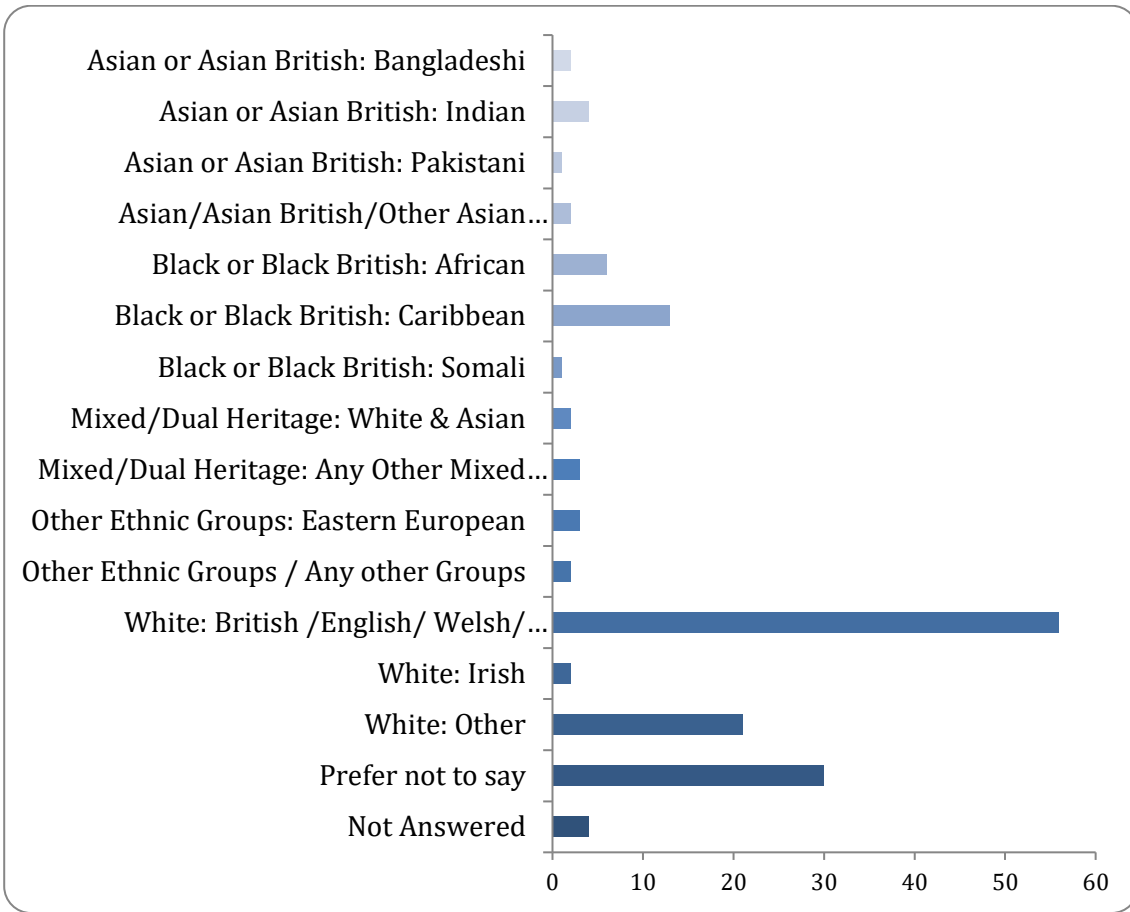
Responses to this survey: 152

7: Please state your ethnicity:

Ethnicity

There were 148 responses to this part of the question.

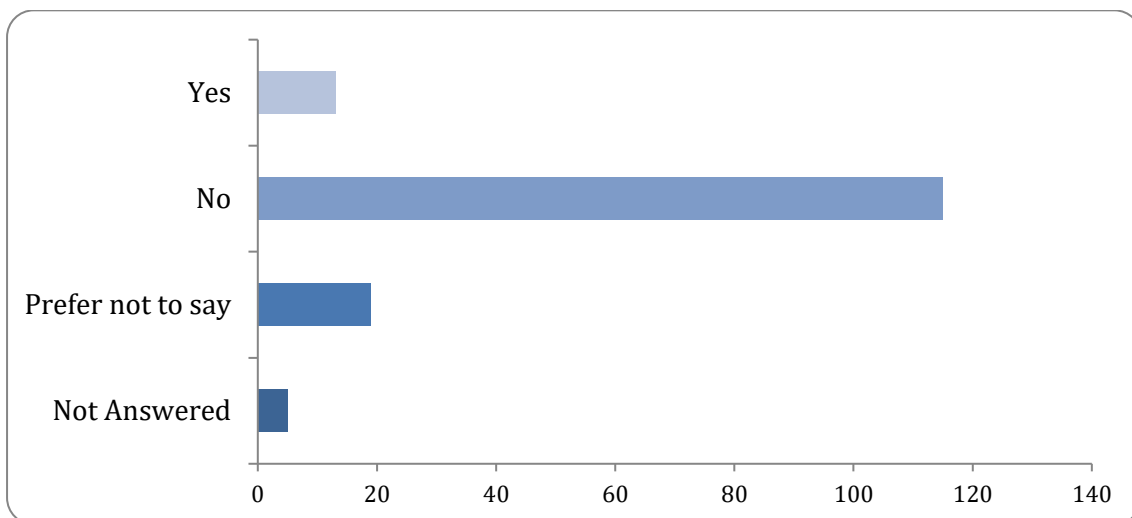
Option	Total	Percent
Asian or Asian British: Bangladeshi	2	1.32%
Asian or Asian British: Chinese	0	0.00%
Asian or Asian British: Indian	4	2.63%
Asian or Asian British: Pakistani	1	0.66%
Asian/Asian British/Other Asian Background	2	1.32%
Black or Black British: African	6	3.95%
Black or Black British: Caribbean	13	8.55%
Black or Black British: Somali	1	0.66%
Black/Black British/ Other Black Background	0	0.00%
Mixed/Dual Heritage: White & Asian	2	1.32%
Mixed/Dual Heritage: White & Black African	0	0.00%
Mixed/Dual Heritage: White & Black Caribbean	0	0.00%
Mixed/Dual Heritage: Any Other Mixed Background	3	1.97%
Other Ethnic Groups: Afghan	0	0.00%
Other Ethnic Groups: Arabic	0	0.00%
Other Ethnic Groups: Turkish	0	0.00%
Other Ethnic Groups: Eastern European	3	1.97%
Other Ethnic Groups / Any other Groups	2	1.32%
White: British /English/ Welsh/ Scottish/ Northern Irish	56	36.84%
White: Irish	2	1.32%
White: Traveller of Irish Heritage	0	0.00%
White: Gypsy/Roma	0	0.00%
White: Other	21	13.82%
Prefer not to say	30	19.74%
Not Answered	4	2.63%



8: Do you consider yourself to have a disability?

Disability

There were 147 responses to this part of the question.

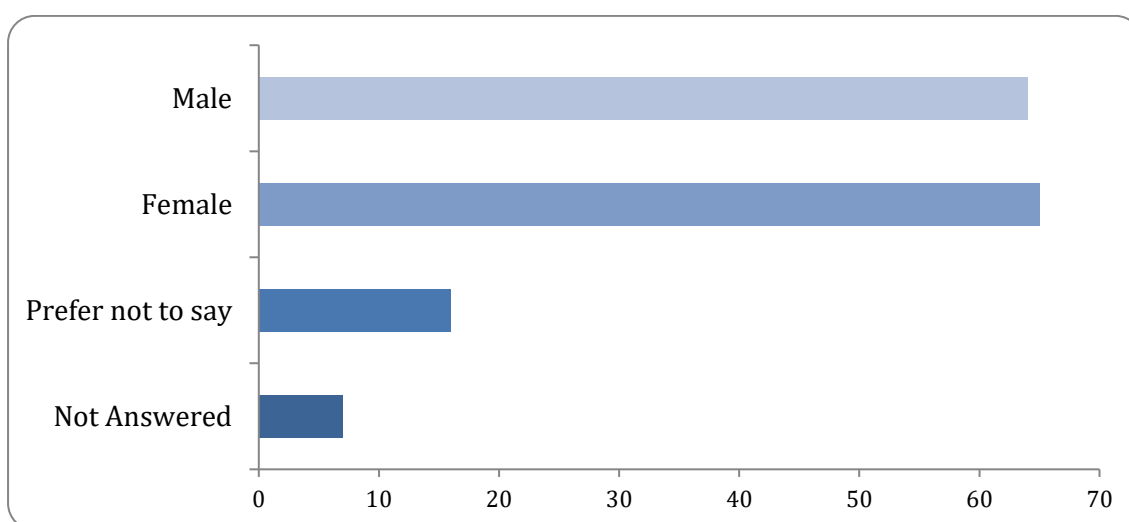


Option	Total	Percent
Yes	13	8.55%
No	115	75.66%
Prefer not to say	19	12.50%
Not Answered	5	3.29%

9: Please indicate your sex:

Gender

There were 145 responses to this part of the question.

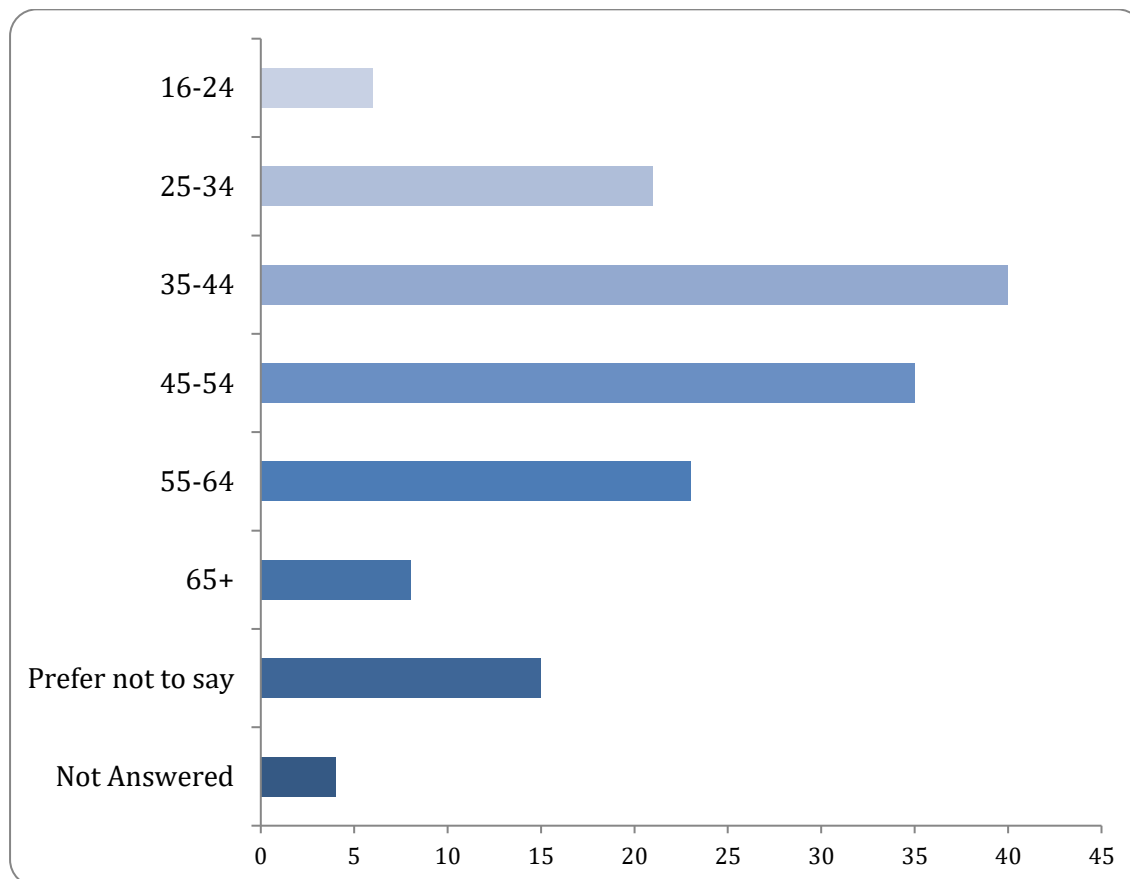


Option	Total	Percent
Male	64	42.11%
Female	65	42.76%
Prefer not to say	16	10.53%
Not Answered	7	4.61%

10: What is your age?

Age

There were 148 responses to this part of the question.

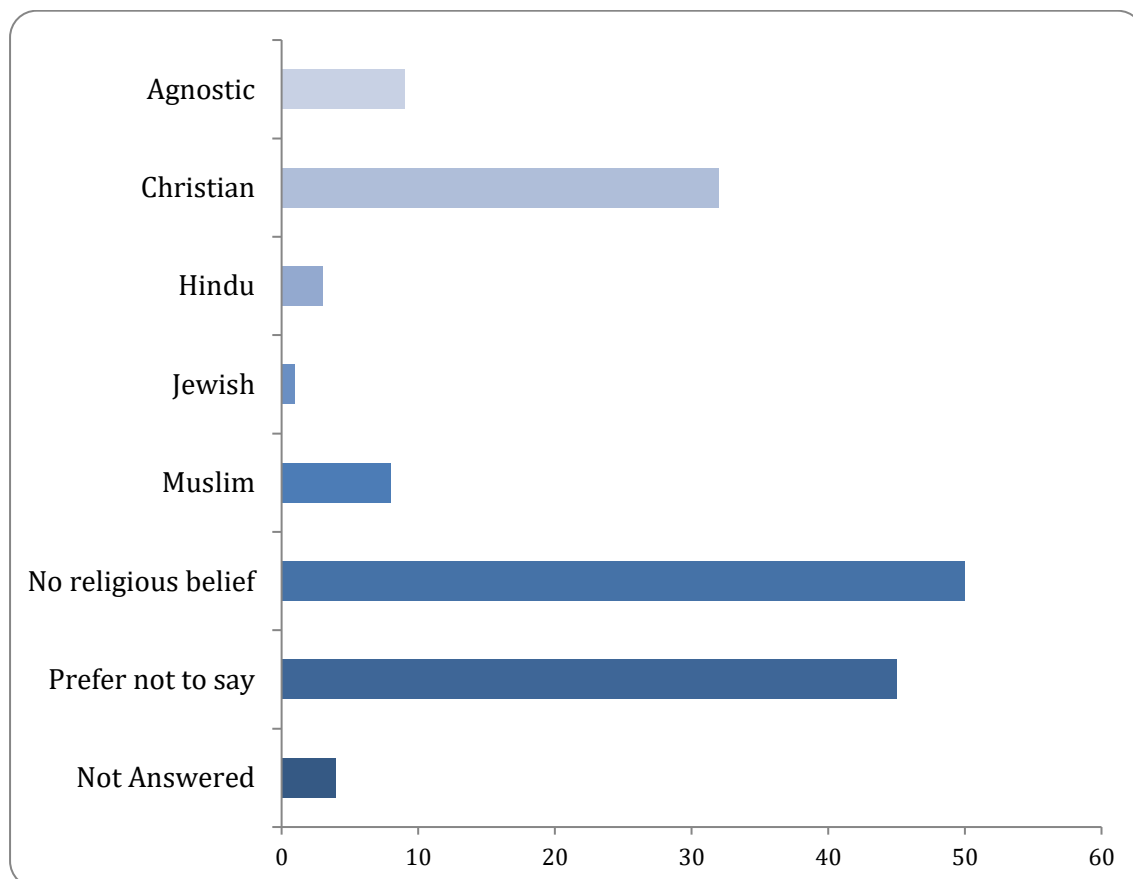


Option	Total	Percent
0-15	0	0.00%
16-24	6	3.95%
25-34	21	13.82%
35-44	40	26.32%
45-54	35	23.03%
55-64	23	15.13%
65+	8	5.26%
Prefer not to say	15	9.87%
Not Answered	4	2.63%

11: What is your religion/belief?

Religion

There were 148 responses to this part of the question.

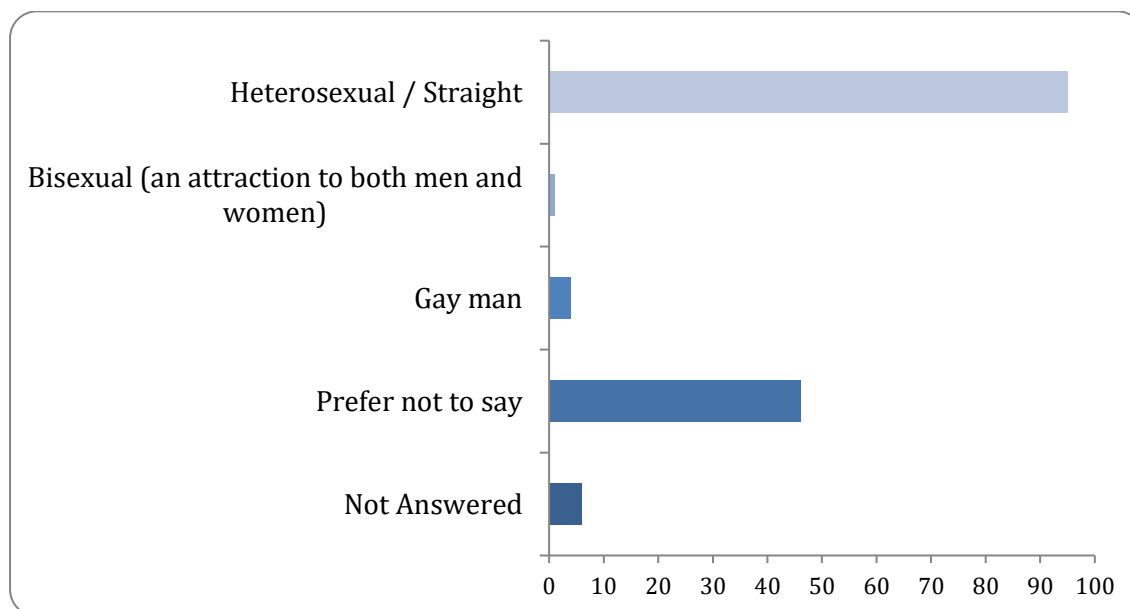


Option	Total	Percent
Agnostic	9	5.92%
Buddhist	0	0.00%
Christian	32	21.05%
Hindu	3	1.97%
Humanist	0	0.00%
Jewish	1	0.66%
Muslim	8	5.26%
Sikh	0	0.00%
No religious belief	50	32.89%
Prefer not to say	45	29.61%
Not Answered	4	2.63%

12: What is your sexual orientation?

Sexuality

There were 146 responses to this part of the question.



Option	Total	Percent
Heterosexual / Straight	95	62.50%
Bisexual (an attraction to both men and women)	1	0.66%
Gay man	4	2.63%
Gay woman/Lesbian	0	0.00%
Prefer not to say	46	30.26%
Not Answered	6	3.95%

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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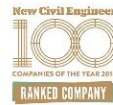
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